

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,563 tons	Captain H. D. Jones.
" " "POWAN"	2,538	G. F. Morrison, R.M.R.
" " "FATSHAN"	2,200	R. D. Thomas.
" " "HANKOW"	3,073	C. V. Lloyd.
" " "KINSHAN"	1,093	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8:30 A.M. (Sunday excepted), 9 P.M. and 10:30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8:30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River; special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"	1,093 tons	Captain W. E. Clark.
Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.		
Departures from Macao to Hongkong daily at 8 A.M.		

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	219 tons	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M. and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.		

JOINT SERVICE OF THE H.K., C. & MACAO STEAMBOAT CO., LTD.
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	588 tons	Captain W. A. Valentine.
" " "NANNING"	59	C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Mahning, Kunchuk, Kau-Kong, Samshui, Howlik, Shih-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8:30 A.M.

FARES:—Canton to Wuchow Single \$15.00. Return \$25.00.

Canton to Tak-Hing ... Single \$12.50. Return \$21.00.

Canton to Samshui ... Single \$7.50.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN"	Capt. B. Branch.	S.S. "SANUI"	Capt. J. Wilcox.
Departures from Hongkong to Wuchow about three times every week, calling at Kunchuk, Samshui, Shihung and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.			

FARES:—Hongkong to Wuchow Single \$17.50. Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

S.S. "TAK HING"	Capt. R. Birrell.	S.S. "HONGKONG"	Capt. Maxfield.
Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kunchuk and Kongmoon. Returning daily (Monday excepted).			

FARES:—Hongkong to Kong Moon ... Single \$6.00.

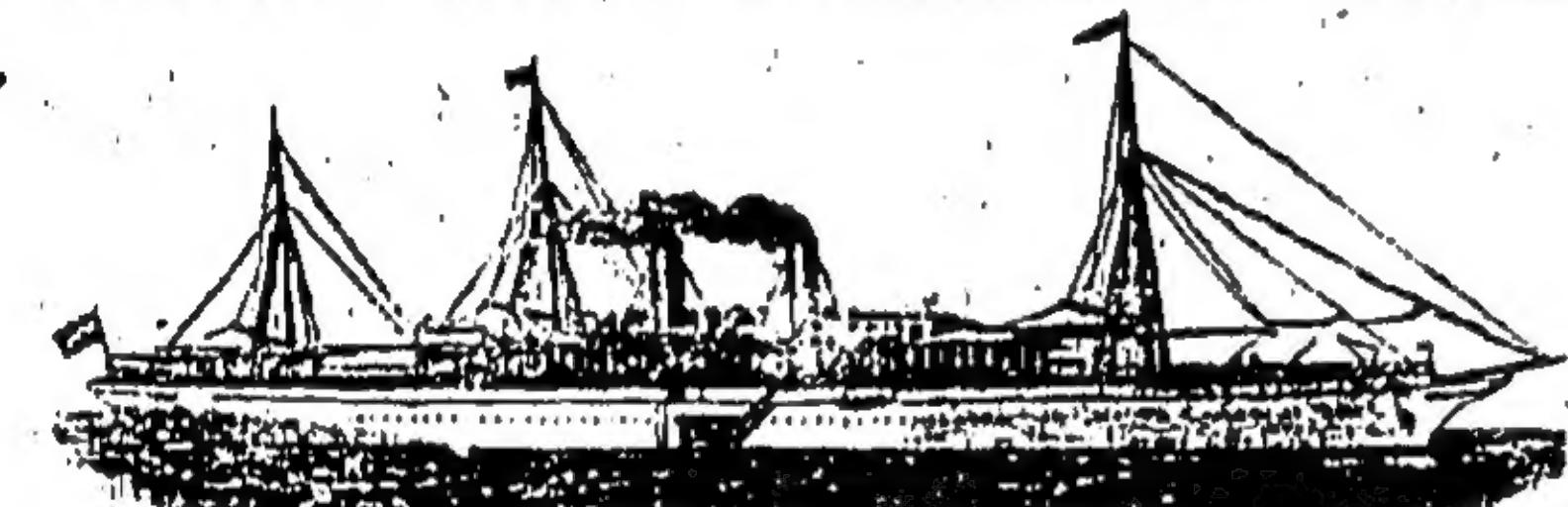
Hongkong to Kunchuk ... Single \$7.00.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.
Hongkong, 20th June, 1905.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

Steamers.	Tons.	Commanders.	Sailing Dates.
R.M.S. "TARTAR"	4,425	W. Davison, R.N.E.	WEDNESDAY, 5th July.
" " "EMPERESS OF JAPAN"	6,000	H. Pybus, R.N.E.	WEDNESDAY, 12th July.
" " "EMPERESS OF CHINA"	6,000	R. Archibald, R.N.R.	WEDNESDAY, 2nd Aug.
" " "ATHENIAN"	4,440	S. Robinson, R.M.R.	WEDNESDAY, 9th Aug.
" " "EMPERESS OF INDIA"	6,000	E. Beetham, R.N.R.	WEDNESDAY, 23rd Aug.
Hongkong to London, 1st Class, via St. Lawrence &c Co., 1/4 New York £62.			
Hongkong to London, Intermediate on Steamer, and 1st Class Rail	£40.		£42.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and have connection with the PALatial OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.

Passengers Booked through all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to D. E. BROWN, General Agent, Hongkong, 21st June, 1905.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER DIENST.

(Taking Charge at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA AND BALTIc PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	FREIGHT.
BRISGAVIA	HAVRE, ANTWERP AND HAMBURG.	7th July.	Freight.
Russ	(Calling at SPORE, PENANG & COLOMBO).		
SITHONIA	HAVRE, BREMEN AND HAMBURG.	12th July.	Freight.
Hildebrandt	(Calling at SPORE, PENANG & COLOMBO).		
ACILIA	HAVRE AND HAMBURG.	26th July.	Freight.
Schulte	(Calling at SPORE, PENANG & COLOMBO).		
ALESIA	HAVRE AND HAMBURG.	9th August.	Freight.
Sachs	(Calling at SPORE, PENANG & COLOMBO).	13th August.	Freight.
SAMBIA	HAVRE AND HAMBURG.		
Lining	(Calling at SPORE, PENANG & COLOMBO).		
RHENANIA	HAVRE AND HAMBURG.	6th Sept.	Freight and Passengers.
Pück	(Calling at SPORE, PENANG & COLOMBO).	about begin-	
VANDALIA	NEW YORK VIA SUZER.	ning of Oct.	Freight.
Hauso	with liberty to call at the Malabar coast.		
*Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloons and cabin amidships. Lighted throughout by Electricity. Only qualified Doctor and Stewardesses are carried.			

For further Particulars, apply to HAMBURG-AMERIKA LINIE.
HONGKONG OFFICE,
No. 4 Queen's Building.

Hongkong, 21st June, 1905.

D. NOMA, TATTOOER
60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904.

SAILINGS.

IMPERIAL GERMAN MAIL LINES. THE YOKOHAMA DOCK CO., LTD.

NORDDEUTSCHE LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUZER, PORT SAID, MAPLE, GENOA,
ANTWERP, BREMEN/HAMBURG,
PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS.
Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
and Luggage.

W.E.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
DARMSTADT	WEDNESDAY, 1st July.
SACHSEN	WEDNESDAY, 19th July.
SCHARNHORST	WEDNESDAY, 2nd August.
PRINZ HEINRICH	WEDNESDAY, 16th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 30th August.
PREUSSEN	WEDNESDAY, 13th September.
ROON	WEDNESDAY, 27th September.
BAYERN	WEDNESDAY, 11th October.
GNEISENAU	WEDNESDAY, 25th October.
PRINZ ALICE	WEDNESDAY, 6th November.
SACHSEN	WEDNESDAY, 22nd November.
PRINZ REGENT LUFTPOLD	WEDNESDAY, 6th December.
PRINZ HEINRICH	WEDNESDAY, 20th December.

ON WEDNESDAY, the 1st day of July, 1905, at Noon, the Steamship DARMSTADT, Captain G. Bolts, with MAIls, PASSENGERS, SPECIE and CARGO, will leave this Port as above. Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 3rd July, Cargo and Specie will be received on Board until 4 P.M., on TUESDAY, the 4th July, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 4th July.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

Linens can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE,
VIA NEW GUINEA.STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE,
MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONE	SAILING DATES.

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Intimation.

**WM. POWELL,
LIMITED.**
ALEXANDRA BUILDINGS.

NEW
MUSLINS,
ALPACAS,
DRESS-
LINENS,
HOLLANDS,
VOILES,
FOULARDS,
SILKS,
&c., &c., &c.,
for light
SUMMER
GOWNS.

DRESS-MAKING

A Specialty.

LATEST
FASHIONS
from
LONDON,
PARIS,
and.
NEW YORK
RECEIVED EVERY
WEEK.

BATHING
COSTUMES.

CAPS
and
SANDALS.

Everything New and
up-to-date
at
POWELL'S
HONG KONG.

Hongkong, 19th June, 1905.

Intimations.

VICTORIA RECREATION CLUB.
THE ANNUAL GENERAL MEETING
OF MEMBERS will be held in ST.
ANDREW'S HALL, CITY HALL, on THURS-
DAY, the 29th June, at 5.15 P.M., for the pur-
pose of considering and passing the Annual
Report and Statement of Accounts for 1904.

FRANK LAMMERT,
Acting Hon. Secretary.
Hongkong, 2nd June, 1905. [676]

**THE CHINA LIGHT AND POWER
COMPANY, LIMITED.**

NOTICE is hereby given that an EXTRA-
ORDINARY GENERAL MEETING
of the above-named Company will be held at
the Company's Offices, St. George's Building,
No. 6, Connaught I. I. D., Victoria, on SATUR-
DAY, the 8th day of July, 1905, at 11.30 A.M.
The Forenoon, when the abovementioned Resolution
which was passed at a meeting held on 21st
June, 1905, will be submitted for confirmation
as a Special Resolution.

RE-SOLUTION.

The Capital of the Company has been in-
creased to \$100,000 by the creation of 20,000
new shares of \$5.00 each.

SHEWAN, TOMEY & CO.,
General Managers.
Hongkong, 21st June, 1905. [672]

REWARD OF \$5,000.

OFFERED by the Undersigned for the
ARREST and CONVICTION of any
Person or Persons who are in the habit of
SMUGGLING large quantities of OPIUM
into this Colony.

CHIN JOO HENG CO.,
Opium Farmers.
Hongkong, 19th June, 1905. [660]

NAVY CONTRACT.

TENDER is invited for the SUPPLY OF
FRESH WATER for the period of
12 Months, commencing 1st July next to
H.M. NAVAL YARD, Hongkong, or to any
of H.M. SHIPS and HIRED VESSELS
lying in the Harbour.

Forms of Tender can be obtained on applica-
tion to the Naval Store Officer, H.M. Naval
Yard, Hongkong, and should be returned not
later than SATURDAY, the 24th June, 1905.
Hongkong, 19th June, 1905. [665]

COLD STORAGE.

THE HONGKONG ICE COMPANY,
LTD., have now 40,000 Cubic feet of
COLD STORAGE available at EAST POINT.
Stores will be open at 10 A.M. and 4 P.M.
daily, Sunday excepted, to receive and deliver
perishable goods.

WM. PARLANE,
Manager.
Hongkong, 22nd June, 1905. [675]

**WILTSHIRE
HARRIS'S
BAGGAGE & CHAMPS.**

As Supplied to
HARRIS'S
His Majesty
The KING
REG'D. TRADES
WILTSHIRE
Brand

Gold Medals PARIS 1889 & 1900

HARRIS'S CALNE WILTSHIRE
England.
REPRESENTATIVES FOR HONGKONG & CHINA,
HOWARD & CO.,
50, Queen's Road Central,
Hongkong.

Hongkong, 19th May, 1905. [579]

THE WISE MAN
BUYS A "SINGER"; IT'S TRUE
ECONOMY.

5 YEARS' GUARANTEE;
FREE INSTRUCTION;
EASY PAYMENTS.

It's something you need.
SHOW-ROOMS—1, WUNDHAM STREET.
Hongkong, 25th March, 1905. [48]

LEVY HERMANOS.
DIAMOND, MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.

FASTMAN'S
KODAKS and FILMS.
Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS"
guaranteed given to every purchaser.

51, QUEEN'S ROAD,
Watson's Building.

THE FAMOUS MAD
SHAVING RAZOR
WEIGHT LESS THAN ONE OUNCE!

THIS DWARF RAZOR has superseded
the old fashioned clumsy Razor and by
its use Shaving becomes a pleasure. It is
manufactured in Sheffield, England, from a
special amalgam of steel which makes imitation
impossible, and in consequence it enjoys
the largest sale of any Razor in the World.
Thousands of Testimonials testify that the
little "MAD" is the finest shaving implement
ever produced.

Will be mailed to any address on receipt of
the price (\$5), post free.

To be obtained from THE MUTUAL STORES,
WATKINS, LIMITED, and all first-class stores
in the Colony.

Sole Agents for Far East, HOWARD & CO.,
29, Des-Vaux Road, Central, Hongkong.
Agents wanted in every port.

For particulars and terms, apply to—
HOWARD & CO.
Hongkong, 24th November, 1904. [63]

REGIMENTAL NICKNAMES
IN THE BRITISH ARMY

The small boy, with red hair, who turns up
at school for the first time, is promptly dubbed
"Ginger" or "Carrots," and he often finds the
name sticks to him through life. Nicknames
have been the vogue from time immemorial,
even "kings and emperors in their pride" have
not been free from distinctive appellations con-
ferred on them by their subjects. In our own
history we see not "The Conqueror" and
"Rufus," nor to mention "Lion Heart," and
others? So it is, and ever has been in the
British Army.

Regiments have received nicknames through
various causes. Sometimes for deeds of valour,
sometimes for the reverse. Again, curious
situations, in which regiments have found them-
selves placed have been responsible for their
nicknames, or the colours of their facings or
uniform may have suggested to some wit—in
another regiment, of course—a fitting name, and
many of those names have stuck to the regiments
through centuries, and the regiment is generally
as proud of its nickname as it is of its badge and motto.

Take the Life Guards, in their glittering
breastplates and metal helmets. What more
appropriate or obvious name could have been
given them than the nicknames they bear to-
day, the "Tin Bellies," or "Patent Safeties."

The 1st (King's) Dragoon Guards rejoice in
the nickname of "The Trades Union," through
two causes—firstly, from having been employed
in suppressing the serious trade riots in Man-
chester, Blackburn, and Wigan, nearly 70
years ago, and also because a large proportion
of officers then serving in the regiment were
sons of men who had been successful in
various trades.

"Tichborne's Own" is the name the 6th
Dragoon Guards (Carabiniers) are known by
in the army since the trial of Arthur Orton, Sir
Roger Tichborne having at one time served in
the regiment.

VIRGIN MARY'S BODYGUARD.

A curious nickname was acquired by the 7th
(Princess Royal's) Dragoon Guards during the
reign of George II. It was sent to assist the
army of the Archduchess Mary Theresa of
Austria, and for that service received the sobri-
quet of "The Virgin Mary's Body Guard."

The famous "Scotch Greys," or, to give
them their full title, the 2nd Dragoons (Royal
Scots Greys), take their regimental nickname
from their motto, "Nulli secundus," "The
Second to None," and very proud they are of
it too.

"Strawboys" is the extraordinary nickname
the 7th (Queen's Own) Hussars bear. It is
said the name originated when the regiment
was at Warburg in 1762. The boots of the
troopers being worn out, straw bands were
substituted for them, and the army—quick to
pick up and notice these little things—christened
the regiment by that name, which it still
bears to-day.

Whilst the 11th (Prince Albert's Own) Hus-
sars were fighting in the Peninsula, someti-
the men on outpost duty limbed up some
cherry trees, regaling themselves on the fruit.
In this ignominious position they were dis-
covered by the enemy and taken prisoners.
The regimental nickname to-day is "The
Cherry Pickers."

Interest attaches to the 14th (King's) Hus-
sars (known as "The Ramnuggar Boys,"
through losing their brigadier-colonel, and 40
officers and men in 1848, at Ramnuggar), from
the fact that this was the corps of Charles
O'Malley's choice, and mustered in its ranks
the ever-memorable Mickey Free.

Who has not heard of "The Fighting Fif-
teenth," the 15th (King's) Hussars? How well
they deserve the nickname they bear is shown
in the regimental records, and the fact that the
regiment bears on its helmets the following in-
scription: "Five battalions of French defeat-
ed and taken by this regiment, with their
colours, and nine pieces of cannon, at Ems-
dorff, July 16, 1760." Again, in 1794, the 15th,
in company with the Austrian Leopold Hus-
sars, charged enormously superior numbers of
men for the purpose of assuring the safety of
the Emperor of Austria. It succeeded in its
object, but at a terrible sacrifice, took three
guns, and the eight surviving officers were each
presented with a special medal by the grateful
Kaiser.

DEATH OR GLORY BOYS.

Colonel Hode, at one time Colonel of the 17th
(Duke of Cambridge's Own) Lancers, chose for
the regimental crest a "death's head" and its
motto "Or Glory," as he wished all to remem-
ber General Wolfe, under whom he served in
1759, the date on which this regiment was first
raised in Scotland by Lord Aberdour. The
regiment has ever since borne the soubriquet
of "The Death or Glory Boys."

Kipling has sung of "The Royal Engineers"
with the rank and pay of a copper, and this corps,
owing to the work it is often engaged in
of building earthworks and roads, not to mention
survey work, is known throughout the
service as "Mudlarks."

The Grenadier Guards at one time enjoyed
the curious privilege of working plain clothes
for hire in the coal trade, and during the cam-
paign in Flanders their superiority to other
troops in trench work was attributed to this
experience, and the regiment was promptly
styled "The Coalheavers," a rather curious
nickname for it to bear to-day, when it holds
the distinction of being one of the smartest
regiments in the army.

Another regiment with an extraordinary nick-
name is the Royal Scots (Lothian Regiment),
and the name arose in a curious manner. When
the regiment (then the Regiment de Douglas)
was in French service in 1637, a dispute arose
between it and the Picardy Regiment as to the
antiquity of the two corps. The Picardy Regi-
ment laid claim to having been on duty the
night after the Crucifixion. To this the Scots
replied, "Had we been on duty we should not
have slept at our post," and from that day the
regiment was known as "Pontius Pilate's
Bodyguard."

Will be mailed to any address on receipt of
the price (\$5), post free.

To be obtained from THE MUTUAL STORES,
WATKINS, LIMITED, and all first-class stores
in the Colony.

Sole Agents for Far East, HOWARD & CO.,
29, Des-Vaux Road, Central, Hongkong.
Agents wanted in every port.

For particulars and terms, apply to—
HOWARD & CO.
Hongkong, 24th November, 1904. [63]

Auction.

PUBLIC AUCTION.

MESSRS. HUGHES AND HOUGH have
received instructions to sell by
PUBLIC AUCTION,

ON

FRIDAY,

the 21st day of July, 1905, at 2 P.M., at their
Sales Rooms,

THE FOLLOWING

VALUABLE LEASEHOLD
PROPERTY, situated at Mount Kellett, in the Colony of
Hongkong, viz.—

1. All that PIECE or PARCEL OF
GROUND being a portion of the piece or
parcel of ground situated at Mount Kellett
aforesaid registered in the Land Office
as Rural Building Lot No. 76 abutting on
the North side thereof on a portion of the
said Rural Building Lot No. 76 described on
the said plan thereto as Lot No. 2, and mea-
suring thereon 330 feet or thereabouts on
the South side thereof partly on Crown
Land and partly on Government pavilion
and measuring thereon 308 feet or thereabouts
on the East side thereof on Mount
Kellett Road and measuring thereon 163 feet
or thereabouts and on the West side thereof
on Crown Land and measuring thereon 161 feet
or thereabouts which said piece or parcel of
ground is described on the said plan as
LOT NO. 2, and contains an area of 56,700 square
feet or thereabouts. Apportioned Annual Crown
Rent \$18.50;

and

2. All that PIECE or PARCEL OF
GROUND being another portion of the
said Rural Building Lot No. 76 abutting on
the North side thereof partly on a portion
of the said Rural Building Lot No. 76
and partly on Crown Land and measuring
thereon 240 feet or thereabouts on the
South side thereof on other portion of the
said Rural Building Lot No. 76 described
on the said plan as Lot No. 1 and
measuring thereon 330 feet or thereabouts
on the East side thereof on Mount Kellett
Road and measuring thereon 199 feet or
thereabouts and on the West side thereof
on Crown Land and measuring thereon 181 feet
or thereabouts which said piece or parcel of
ground is described on the said plan as
LOT NO. 1, and contains an area of 56,700 square
feet or thereabouts.

A Sale plan of the said property can be
inspected at the office of Messrs. Johnson,
Stokes and Master and at the Auctioneer's office.

For further particulars and conditions of
sale, apply to—
MESSRS. JOHNSON, STOKES & MASTER,
Solicitors for the Vendors,
or to

MESSRS. HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 21st June, 1905. [673]

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNNEES.

THE Steamship

"SACHSEN"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
TO-DAY.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 27th instant will be
subject to rent.

All broken, chafed, and damaged Goods are to
be left in the Godowns where they will be
examined on TUESDAY, the 27th instant, at
9.30 A.M.

All Claims must reach us before the 3rd
of July, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
Agents.

Hongkong, 21st June, 1905. [176]

Intimations.

CIGARS.

FINEST HAMBURG MADE

ROLAND VON HAMBURG

AT

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED 1841.

WINE AND SPIRIT
MERCHANTS.

ALEXANDRA BUILDINGS.

SHERRIES.

BOTTLED BY
GEO. G. SANDEMAN SONS &
CO., LTD.

per dozen.

Light Dry	\$13.00
Solera	18.00
Very Pale Dry	18.00
Full Golden	21.00
Pale Dry Nutty	24.00
Fine Old Brown	36.00

A. S. WATSON & Co.,
LIMITED.

Agents in Hongkong and South China for

SANDEMAN'S WINES.

ESTABLISHED 1841.

Hongkong, 22nd June, 1905.

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GREGOR & CO.

ESTABLISHED 1904.

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IMPORTERS OF

SANDEMAN'S WINES.

Hongkong, 23rd June, 1905.

NOTICE
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Ordinary business communications should be addressed to The Master
The Editor will now undertake to be responsible for any rejected MS., nor to return any Contribution.

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Single Copies Daily, ten cents; Weekly, twenty-five cents.

BIRTH:

On 23rd instant, at No. 4, Canton Villas,
Kowloon, the wife of THOS. SKINNER, of a
daughter.

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LOCAL AND GENERAL.

It is satisfactory to note that the sanitary authorities were able to issue another blank plague return for the twenty-four hours ended at noon to-day.

THE competition for the Governor's cup for June will be continued at the King's Park (500 yards) Range to-morrow. A "pool" will also be shot for.

TIN Shing, a diminutive old man, with a long white beard, was placed before Mr. G. N. Orme this morning, charged with selling adulterated milk at Nos. 20 and 22 Cochran Street. Analysis showed the milk to contain 21% water. Defendant was fined \$10 for a similar offence last month, and as that did not appear sufficiently deterrent His Worship now fined him \$200.

THE roof of the Summary Court is evidently in need of repair judging by the state of the floor this morning. When Mr. Justice Wise took his seat to fix up the weekly cause list there was enough water near the witness stand to enable an enterprising native to start a duck farm. Mops were requisitioned, but as the rain continued the coolies appear to have given the work up as a bad job.

Towards the close of last year we intimated in our columns that the Cruiser Squadron of the British Navy was about to be increased, and within a few weeks it was announced at home that the Admiralty had issued orders for the squadron to be doubled in size and divided into two parts. At the time it was pointed out that the main interest in this step laid in the fact that it was the first move in an important scheme, and this has been borne out by subsequent events. Those who have followed the growth of the Navy cannot fail to notice that, within the past few years, we have added to the fleet a number of splendid armoured cruisers, and many more are now in process of completion. The Admiralty intend to use these in such a way that they can be quickly concentrated for commerce protection purposes when required, and at other times, they will be sent cruising to various foreign stations. It will not be denied that wireless telegraphy and plenty of fast cruisers will enable an Admiral to sweep a very wide expanse of sea the importance of which has, over and over again, been demonstrated since the commencement of the present war. It is to be doubted, if the British public has any real conception of the remarkable efficiency in scouting which our fleet has attained, and when the scheme for utilising cruiser divisions has been fully developed it will then be possible for our ships to patrol most effectively any of the great ocean trade routes without making any fuss over preliminary arrangements. As rapidly as possible all smaller unarmoured ships are to be sent home and their places taken by newer and better ships. When this first became generally known there was much speculation as to what effect the move would have on our fleet in those parts. Soon after the announcement was first made in these columns that the battleship squadron was to proceed to England, as one of the first moves in a large Admiralty scheme, the report gained currency that the cruisers were to follow. We have endeavoured to trace the source of the report and although the news reached us through channels which are usually considered correctly informed, we have been unable to obtain any verification. It is stated that the cruisers will proceed to home waters and the torpedo boats and gun-boats, working in conjunction with warships of our near Ally, will be available for commerce protection purposes in Far Eastern waters. Of course, it is admitted in the Service that second or third-class unarmoured cruisers are of little use, and that flag officers are very unwilling to have such vessels attached to their squadrons, as they interfere with general efficiency, and as units have practically no fighting value. But that all of our first and second-class cruisers, with one exception, should be ordered home from such an important station did strike us as almost incredible, and especially so when we remembered that the only one remaining, for the purposes of a flag-ship, is the *Diamond*, which has been classed as among the "tin" ships—practically new boats, poorly gunned, badly protected, costly in coal, and very liable to develop boiler troubles. Inquiries made from official sources have failed to confirm the report of the home-going of the cruiser squadron the necessity for which certainly does not appear to have been occasioned by the new disposal of the British fleet, in home waters. So far as cruisers are concerned the immediate need in order to complete the three squadrons at home to full strength, is two additional ships of the *Minotaur* class, but this year's programme provides for four, and rumour has it, of a new type. The advent of the six "River" class of destroyers on the station has very materially increased the strength of the China Squadron, and although this argument may be adduced in favour of sending home the cruisers, it seems most improbable that the British fleet in Far Eastern waters is to be left without any ships of the scouting class whose value is beyond question.

THE U.S. Navy Department is arranging to carry out a plan for establishing wireless telegraph communication from the Philippines to San Francisco. Arrangements are being made to increase the power of stations so as to maintain unbroken ranges of communication from Cavite to Guam, thence to Midway; then to Hawaii, and between those islands and San Francisco. This last stretch is more than 2,000 miles, but it is believed that if the physical obstructions in the Hawaiian Islands can be overcome there will be no difficulty in establishing communication.

By kind permission of Col. W. G. B. Western, C.B., and Officers, the Band of the 2nd Bat., "The Queen's Own" (Royal West Kent Regt.) will play the following programme of music, during dinner, at the Hongkong Hotel, tomorrow, 24th inst. Owing to the band having a later engagement, the band hours will be from 7.30 p.m. to 8.45 p.m., instead of the usual time.

March "Les Muscadins" Puccini
Overture to "Mirella" Verdi
Value "Saladet Lieder" Gounod
Selection from "The Gondoliers" Sullivan
Orchestral Scene.... "A Devilish Clowns" Sels
Cake-Walk "At a Georgian Camp Meeting" Mills
God save the King.

THE ancient Druidical ruins of Stonehenge have been judicially declared to be private property to which free access from time immemorial has given the British public no rights. The Court holds that the owner of the land may enclose the ruins, to charge admission to view them, or, if he chooses, to exclude the public altogether from access to the grounds. Stonehenge constitutes the most remarkable of ancient British monuments, and there is a movement afoot to petition Parliament to pass an Act declaring it to be a national monument, acquiring it for the nation and placing it under public custody.

THE general outlook of trade, says the *Shangai Times*, can only be characterised by two words: complete stagnation. Merchants of almost all branches and nationality are walking about engaged in the occupation of doing nothing. All have plenty of goods to sell, but the present state of the Far East is in such a transitory condition that there are few who wish to buy. Many business men state that one has to go back to 1896 to find a parallel, with the exception that whilst the exchange then fell to a very low figure, at the present time it is fairly high. There is little doubt but a definite announcement concerning peace, be it one way or the other, would cause a general boom in all businesses.

THE Indian Sporting Times, of the 21st inst., contains many excellent half-tone engravings of the Bandman Opera Co. which is coming to Hongkong in the course of a few weeks. It is stated that Mr. Bandman stands in a peculiarly strong position in regard to the reproduction of the latest London successes in musical comedy, etc. He has secured the privileges of playing all the new light operas staged by Mr. George Edward Gailey Co. and holds the right on an agreement which covers several years. But besides securing all the Gailey productions, Mr. Bandman has also made arrangements with George Dance, G. R. Sims, Milton Bode and Sydney Jones in regard to playing pieces written by those well-known writers.

A SUPPER PARTY.

DISTURBED BY POLICE.

The proprietress of a boarding establishment in Pottinger Street, was charged before Mr. F. A. Hazelton this morning, with creating a disturbance at her residence.

Mr. M. J. D. Stephens appeared for the defence.

POLICE Sergeant Evans said that on the 19th inst. at about ten minutes past twelve in the morning he was returning from duty and heard a disturbance at the defendant's house. He knocked at the door and cautioned the inmates, but this appeared to have no effect. To Mr. Stephens: The inmates were shouting in such a manner that he could hear the voice in Hollywood Road. He did not tell her to "shut up her box," nor did he treat her in an off-hand manner.

J. Hanson, Chief Inspector of Detectives, said he was awakened by the noise, and thought it came from a house lower down the street.

Sergeant Garrod said that at the time in question he was on his verandah, immediately opposite defendant's house. There were a number of ladies and gentlemen on the ground floor singing, laughing and making a great noise. At five minutes to twelve they were trying to sing the *Marseillaise*, and he heard defendant's voice. He then called a *lukong* and told him to go and order the inmates to stop the disturbance, and a woman inside called the *lukong*, who knocked at the door, every "swear-word" she could think of. The disturbance had lasted from dinner time until a quarter past twelve.

Mr. Stephens submitted that the defendant had a few friends spending the evening, and some French officers, who had just arrived, joined them, and they were having supper when a *lukong* came and opened a window and told them to keep quiet, and later some European constables came and arrested a French artillery officer, who was released on \$10 bail. Defendant went next morning and explained the matter to Mr. Baddeley, Captain Superintendent of Police.

On behalf of the defendant, a witness, who had boarded in defendant's house for three months, testified that on the night in question there were six people at table, but there was no noise whatsoever.

His Worship fined the defendant \$5 and ordered her to enter into a personal bond for \$100 to be of good behaviour for the next twelve months.

SHIPPING JETSAM.

Sergeant Pitt charged the master of the steam launch *Kum Sang* with maintaining no light on board between sunset and sunrise in the waters of the Colony on the 21st inst. He was fined \$5.

THE "INDRADEO'S" CREW.

Remanded from yesterday, the case in which eleven Malays and one Chinaman, members of the crew of the *Indraeo*, were charged with refusing duty on board that vessel in the waters of the Colony, was resumed before Mr. G. N. Orme this morning. The men remained obdurate on board, and were sent to one month's hard labour each.

Captain Jackson, of the s.s. *Lacerta*, which arrived last evening from Saigon, with a cargo of rice for Hongkong, reports that when leaving Saigon there were about 20 colliers and two volunteer fleet vessels there. When he arrived at Cape St. James he saw a converted cruiser, with three funnels and two masts. It was believed to be the *Kanban*.

CAPTURED STEAMERS IN JAPANESE GOVERNMENT SERVICE.

Of the merchant steamers which have been captured by the Japanese Navy since the commencement of the war, and adjudged lawful prizes by the Prize Courts, ten have been placed in the Japanese Government service. The new and old names of these vessels are as follows:

Karasaki-maru	.....	Ekaterinoslav
Saitshu-maru	.....	Russia
Rashu-maru	.....	Argun
Kwanto-maru	.....	Manjuria
Manshu-maru	.....	Manchuria
Chosan-maru	.....	Fuping
Rotetsu-maru	.....	Georgi
Shibetori-maru	.....	Severus
Anegawa-maru	.....	Angara
Sasato-maru	.....	Kazan

THE "ALICANTE"—"ALBENGA" COLLISION.

The captain of the Spanish steamer *Alicante* has been found to blame for the collision between that vessel and the *Albenqa* several days ago, the findings of the board being approved by Collector of Customs Shuster. The accident happened as the Spanish mail steamer was coming inside the breakwater and the German steamer *Albenqa* was anchored near the entrance to the inner harbour, inside. The bow of the *Alicante* struck the starboard bow of the *Albenqa* and tore a hole through her name and demolished the awning frame and rail. The only damage sustained by the *Alicante* was the destruction of her figurehead and some of her forward rigging. The findings of the marine board put the blame upon the captain of the *Alicante*, as he was on the bridge of the steamer at the time of the accident and as the *Albenqa* could not possibly have avoided the collision, as she was anchored.

However, it appears that the harbour master warned the *Albenqa* to change her anchorage as her location was dangerous to herself and other vessels. The officers of the *Albenqa* did not comply with the instructions of the harbour master, so blame also attaches to the officers of the *Albenqa*. In the opinion of the board, the chief officer of the *Albenqa* deliberately lied when confronted with the harbour master and asked if he had not been cautioned to shift his anchorage. *Cohenwrt*,

THE S.S. "SAMSON" CASE.

IN SHANGHAI.

PLAINTIFF'S PETITION.

Our recent telegrams from Shanghai, in reference to the case of the s.s. *Samson* now proceeding in H.M. Supreme Court will be further elucidated by the petition of the plaintiff in this case, which is as follows:

(1) The plaintiff is a Russian subject resident in Shanghai, and the defendant is a Danish subject resident in Shanghai.

(2) In or before the month of March 1905, the plaintiff was the beneficial owner of the steamship.

(3) In the said month of March the said steamship was registered at His Britannic Majesty's Consulate-General as a British vessel.

(4) The said Thomas Charles Robert Ward had not at that time, or at any time, any beneficial interest in the said steamship.

(5) The defendant knew the said Thomas Charles Robert Ward had no beneficial interest in the said steamship and knew that the plaintiff was the beneficial owner thereof.

(6) On or about the thirteenth day of March 1905 the defendant knowing such facts sold the said steamship to the Shanghai Tug and Lighter Company, Limited, and executed, as attorney of the said Thomas Charles Robert Ward, a bill of sale transferring the property of the said steamship to the said company, and received from the said company the sum of eighty thousand Taels (Tls. 80,000) the purchase price for the said steamship.

(7) The plaintiff has applied to the defendant for the payment of the said eighty thousand Taels but the defendant has refused to pay such sum.

(8) By reason of such matters aforesaid the plaintiff has also sustained damage over and above the sum of Tls. 80,000 to the extent of twenty thousand Taels (Tls. 20,000) for which damage the defendant is liable.

(9) In the alternative the defendant conspired with the said Thomas Charles Robert Ward to, and did, wrongfully convert the said steamship the property of the plaintiff whereby the plaintiff has sustained damage to the extent of Tls. 100,000 for which damage the defendant is liable.

Wherefore the plaintiff prays:

(1) For an order that the defendant do forthwith pay to the plaintiff the sum of Tls. 100,000 together with interest at the rate of seven per cent from the date of such order until payment.

TELEGRAMS.

[Reuter's.]

The War in Manchuria.

CONFIRMATORY NEWS.

LONDON, 21st June.

The Tokio correspondent of the *Daily Telegraph* wires, that the Japanese are continuing a victorious advance and that the Russians are completely outflanked on both wings. Joyful news is shortly expected.

Later.

The South African War Stores Investigation.

Mr. Balfour is appointing a Royal Commission to continue the Stores Scandal investigation, and the Opposition has given notice of a motion for a vote of censure on the Government in this connection.

Prince Arisugawa's Visit to England.

The importance of the approaching visit of Prince Arisugawa is fully recognised, and every honour due to the exalted representative of our ally will be paid. Admiral Neville and General Nicholson will be specially attached to His Highness, who will be lodged in York House.

The Prince will be entertained at lunch by the Lord Mayor and the Corporation of London at the Guildhall, and various royal and other fêtes will be arranged.

NAVAL NOTES.

The cruiser *Dido* is expected here on Sunday morning.

THE FOURTH OF JULY

AT MANILA.

Manila's Fourth of July celebration this year will be a cosmopolitan one. British, French, German, Spanish, Chinese and Filipinos are all represented among the organizers. And the scheme of commemorating the advent of American independence promises one of the most brilliant spectacles ever witnessed in the Orient.

In addition to the time-honoured parade and orations, shooting of crackers, etc., a mammoth stock of fireworks has been procured from the United States for the night show on the Luneta. The entire city will be gay with decorations and bunting by day and countless pretty lamps by night. Mr. R. T. Laffin of the new street car line is providing the electrical energy for these illuminations free of charge.

Gibbs, an aeronaut who has already made some wonderful ascents in the Philippines, has been engaged to soar through the clouds in the largest balloon that has ever left earth east of Suez or west of the Pacific slope. When the balloon is out of sight he will leave it and descend in a parachute. Many other novelties are included in the arrangements.

It will be a fine opportunity of seeing the American military, navy, marine and insular forces at their best and the presence of Admiral Enquist and the officers of the three Russian warships which lie at anchor within the breakwater of the harbour, will enhance the imposing array of land sea fighters. Mr. Herbert D. Gale, secretary of the organization, extends a cordial invitation to Americans and others who desire to join in the fêtes. The steamship companies offer special facilities for travelling, and once in Manila the visitors will find themselves hospitably entertained.

TOBACCO IN CHINA.

The United States Consul at Haikou has been sending long reports on business in China to his Government. In the course of one of these he states that the tobacco trade of China at the present time is in a critical stage and needs to be watched by American interests.

Because of the comparatively large sum of money expended upon tobacco in its several forms, the Chinese authorities have naturally turned their attention to the trade with a view of keeping as much of it as possible at home. It is a well-known fact that they are attempting to bring more land under cultivation in tobacco, and that they are succeeding in their attempt to supplant the foreign product. The increasing purchasing power of the Chinese people is likely to be shown as quickly in tobacco as in anything else. There are a number of changes in the course of the tobacco trade in China in the past three years or so which merit special attention. The figures on the importation of foreign tobacco do not promise a great deal for American tobacco interests. This, however, is not to be taken as indicating too much.

The importation of foreign stalk and prepared tobacco has ceased altogether. Generally speaking, the figures and other facts indicate that the Chinese are commencing to improve their grades of tobacco and their methods of handling it. The cigarette factory at Shanghai, now owned very largely by Americans, has much to do with the change. This enterprise is likely to have large influence on the tobacco business in China. At present it is using American tobacco to a great extent, but expert American tobacco men are there with the purpose of adapting Chinese tobacco to its use by treatment of the leaf to remove some of the rank qualities. The change, which is likely to come in a short time, will be important.

The concern which controls the foreign tobacco trade in China (the British-American Tobacco Company) last year imported about \$4,000,000 Mexican (about \$1,800,000 gold) worth of tobacco and tobacco goods. Some of this came from Japan, probably about \$100,000 worth gold, but most of it came from the United States. Now that the Japanese Government has taken over the tobacco business in Japan as a monopoly, the importation from that country into China for the time being has practically stopped.

THE BLUE BOOK.

FOR 1904.

The report on the Blue Book for 1904 was laid before the Legislative Council by command of H. E. the Governor at the meeting yesterday afternoon, and from it we extract the following:—

1.—FINANCES.

The revenue for the year, exclusive of land sales, amounted to \$6,312,449.35, or \$1,594,257.18 more than the previous year. Land sales amounted to \$483,098.64, or \$24,667.72 less than in 1903. The total revenue from all sources was therefore \$6,800,047.99, or \$1,570,190.11 greater than in any previous year, and \$200,739.99 more than the Estimate. All the main sources of revenue show an excess over 1903 with the exception of post office, miscellaneous receipts, water account and land sales, and all items similarly show an excess of actual over estimated receipts, with the exception of post office, miscellaneous receipts and the water account. Licences and internal revenue not otherwise specified show an excess of \$283,757.83, while fees of court or office, &c., and rent of Government property yielded over \$15,000 and slightly under \$6,000 respectively over the Estimate.

The expenditure for the year was \$4,993,421.18 exclusive of public works extraordinary; inclusive of that item it was \$6,376,235.30, or \$799,565.82 more than the total expenditure of 1903. Deducting from the actual expenditure for 1904 the total actual receipts, there was a surplus of \$432,812.69 on the actual working of the year.

ASSETS AND LIABILITIES.

At the end of the year 1904, the assets of the colony amounted to \$1,445,381.80, exclusive of arrears of revenue which with the sum just mentioned bring the total assets up to \$1,651,470.08. The total liabilities were \$1,147,658.97, so that the surplus of assets over liabilities amounted to \$503,812.01.

PUBLIC DEBT.

There is a public debt of £341,791.15*s*. d. outstanding. The original debt was incurred in connection with the Praya Reclamation, the Central Market, and water, drainage and sewerage works.

Interest at 3*s* per cent. is payable on the loan, which is being paid off by a sinking fund now amounting to £34,375.78*d*.

INDUSTRIES.

For the first ten months of 1904 the cotton spinning industry suffered severely from the abnormally high price of raw cotton, and during the whole of that period short-time was resorted to. From November onwards a good demand was experienced for yarn and full-time again adopted, but it was not until the middle of December that, as a result of large crops of cotton in the chief producing countries, the cost of the raw material declined to a figure that permitted of spinning being carried on at a profit. At the end of 1904 the outlook for the industry was encouraging, and, provided the price of cotton keeps at a reasonable level, the result of the working for 1905 is expected to be highly satisfactory.

The sugar industry in the Colony during 1904 resulted in large profit to the two local refineries. Owing to the scarcity of supplies in consequence of the large deficiency in the European beet crop, prices gradually advanced throughout the year, without checking demand; the quantity of refined sugar consumed in China largely exceeding that of any previous year, while there was also a good demand from other markets.

Steam-launches and other vessels with an aggregate tonnage of 7,293 were built during the year.

The other large industries in the Colony connected with repairing and docking ships and the manufacture of cement and rope, are in a prosperous condition.

FISHERIES.

A considerable proportion of the boat-population of Hongkong supports itself by deep-sea fishing, in which pursuit a large number of junks are engaged. The villages of Aberdeen, Stanley, Shaukiwan, and many others in the New Territory are largely dependent upon this industry for their prosperity. Fresh water fish is imported from Canton and the West River.

Rules for the regulation, control, and licensing of oyster fisheries in the New Territories were made during the year.

FORESTRY, BOTANICAL SCIENCE AND AGRICULTURE.

111,198 trees were planted in Hongkong during the year including 105,645 pine and 1,978 camphor trees. It was proposed at the commencement of the year to introduce a scheme for felling and re-planting pine forests on the block system with a twenty-five year rotation. But as the scheme was looked upon with ill-favour by the public and as the opinion was expressed in well-informed quarters that a long period of rotation was preferable, it was decided to suspend felling operations while the advice of the Indian government was obtained.

A scheme of issuing forestry licences in the New Territories was initiated in the hope of inducing the Chinese to adopt more economical methods in dealing with the considerable plantations of pine trees formed before the cessation of the Territories, and with the object of tempting them to take up fresh areas of waste lands for further planting. The small area available for rice cultivation and the unfruitfulness of the soil combine to prevent agriculture from becoming a prominent industry in the Colony.

The low-lying land in the New Territories is probably utilized to nearly the fullest extent possible, and it is therefore from the profitable cultivation of the steep hill slopes that any increase in the productivity of the Territories may be derived. In this connection the cultivation of pine, apple, and experiments that are being made with sisal hemp are of much interest.

INSTITUTIONS NOT SUPPORTED BY GOVERNMENT.

The amount received from sales of Crown land was \$486,000, being some \$24,000 less than the receipts for the previous year.

Building land in the urban portion of the Colony and in the Peak District is limited in extent and steadily increasing in value. The natural consequence is that house-rents, espe-

cially on the higher levels, have advanced to an extent probably unknown in other British Colonies.

LEGISLATION.

Sixteen Ordinances were passed during 1904, of which six were measures for the amendment of existing Ordinances. The most important measure was the Sugar Convention Ordinance (No. 14 of 1904) giving effect to Article VIII of the Brussels Sugar Convention, 1902. By the Hill District Reservoirs Ordinance (No. 4) a residential area is preserved at the Peak. The Opium Monopoly was further protected by an Ordinance (No. 10) controlling the importation and sale of compounds of opium. By the Pilots Ordinance (No. 3) provision was made for the examination and licensing of Pilots, who must be British subjects.

EDUCATION.

The number of Government and grant schools including Queen's College, is 81, of which 23 are upper grade schools in which at least part of the staff is European, and 58 are lower grade schools, under purely native management. Broadly speaking, the upper grade schools teach in English, and the lower grade schools teach in the vernacular.

The total number of scholars in average attendance at Government and grant schools was 4,970. Of these, 1,665 were in Government and 3,305 in grant schools; 2,906 Scholars received instruction in English, and 2,064 in the vernacular. The proportion of boys to girls was 3,256 to 1,734, or a little less than two to one.

A small Anglo-Chinese School was opened at Un Long in the New Territory early in 1904; and arrangements were made to open a new school for children of British parentage at Caroline Hill, East Point. The Kowloon School for children of similar parentage, opened in 1902, has had an average attendance of 54.8 as against 46.4 in 1903.

The new code for grant schools has been in force during the year, and has worked very satisfactorily.

It was decided to introduce the study of hygiene into all Government and grant schools and a suitable text book was prepared. The revenue derived from school fees was \$16,251.50. The expenditure was \$151,589, being 2.32% of the total expenditure of the Colony.

PUBLIC WORKS.

The principal public works in progress during the year were the Tytan Tuk water-works (1st section) commenced in March and consisting of a storage reservoir with a capacity of 194 million gallons, 2 sets of engines and pumps capable of lifting 1*s* million gallons a day each with 18" pipe line; the construction of a new 2-foot road to accommodate the mains of the Tytan Tuk water-works and improve the road communications of the Island; the Kowloon water-works, previously described, on which good progress was made; the new law courts, harbour office, western market, bacteriological institute, disinfecting station at Kowloon, gunpowder depot at Green Island; the further extension of the cattle depot, and the foundations for the New Post Office and Government Offices. A commencement was made with quarters for officers at Tai Po, and a public school at Yau Ma Tei. Another bath-house for both sexes in the western part of the town was completed. An area in Kau U Fong, Victoria, recommended by the sanitary experts for re-suspension, was purchased by the Government at a cost of over \$250,000. Good progress was made with the scheme of 100-foot thoroughfares (1st section) commenced in March and consisting of a storage reservoir with a capacity of 194 million gallons, 2 sets of engines and pumps capable of lifting 1*s* million gallons a day each with 18" pipe line; the construction of a new 2-foot road to accommodate the mains of the Tytan Tuk water-works and improve the road communications of the Island; the Kowloon water-works, previously described, on which good progress was made; the new law courts, harbour office, western market, bacteriological institute, disinfecting station at Kowloon, gunpowder depot at Green Island; the further extension of the cattle depot, and the foundations for the New Post Office and Government Offices. A commencement was made with quarters for officers at Tai Po, and a public school at Yau Ma Tei. 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Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

	OUTWARD.	STEAMERS	DUE
GLASGOW and LIVERPOOL	"IDOMENEUS"	26th June.	
GLASGOW and LIVERPOOL	"STENTOR"	7th July.	
GLASGOW and LIVERPOOL	"PATROCLUS"	14th	
GLASGOW and LIVERPOOL	"KEEMUN"	15th	
GLASGOW and LIVERPOOL	"PAKLING"	16th	
GLASGOW and LIVERPOOL	"ACHILLES"	28th	
GLASGOW and LIVERPOOL	"ANTENOR"	3rd August.	
GLASGOW and LIVERPOOL	"MACHAON"	4th	
GLASGOW and LIVERPOOL	"ORESTES"	5th	
GLASGOW and LIVERPOOL	"ULYSSESS"	9th	
GLASGOW and LIVERPOOL	"ODPACK"	9th	
S.S. "Idomeneus" left Singapore at 6 a.m. on the 21st inst., and is due to arrive here on or about the 26th.			

	HOMeward.	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	4th July.	
LONDON, AMSTERDAM & ANTWERP	"HYSON"	18th	
*GENOA, MARSEILLES & L'POOL	"TELEMACHUS"	20th	
LONDON, AMSTERDAM & ANTWERP	"AJAX"	1st August.	
LONDON, AMSTERDAM & ANTWERP	"IDOMENEUS"	15th	
*GENOA, MARSEILLES & L'POOL	"STENTOR"	20th	
LONDON, AMSTERDAM & ANTWERP	"PAKLING"	28th	
Taking cargo for Liverpool at London rates.			

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILROAD CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

	EASTWARD.	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, v/d	"DANFA"	17th July.	
NAGASAKI, KOBE and YOKOHAMA	"MACHAON"	7th August.	

	WESTWARD.	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TELEMACHUS"	28th June.	18th July.
For Freight, apply to	BUTTERFIELD & SWIRE, AGENTS		

Hongkong, 22nd June, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
ILOILO	"KWEILIN"	24th June.
CHINKIANG	"TIENTSHIN"	25th
NINGPO and SHANGHAI	"HANYANG"	27th
MANILA	"TEAN"	27th
SWATOW, WEI-HAI-WEI, CHEFOU,	"KANSU"	28th
SHANGHAI	"YUNNAN"	1st July.
MANILA, ZAMBOANGA, PORT DAR-		
WIN, THURSDAY ISLAND, COOK-	"CHINGTU"	10th
TOWN, CAIRNS, TOWNSVILLE, BRIS-		
BANE, SYDNEY and MELBOURNE		

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.

Taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

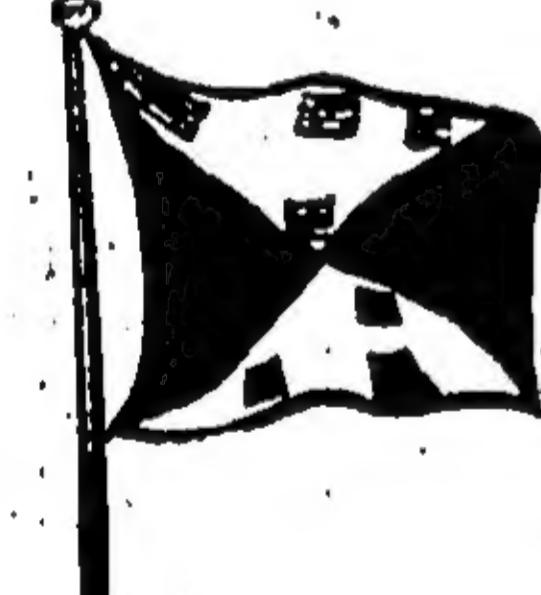
Taking cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 23rd June, 1905.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.

All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

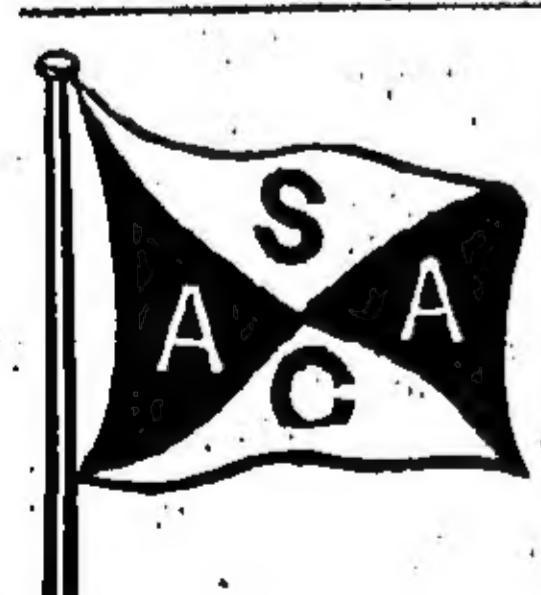
Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 24th June, at Noon.
RUBI	2540	A. H. Notley	"	SATURDAY, 1st July, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 17th June, 1905.

[5]

HONGKONG NEW YORK.
AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship
"NORDPOL" SATURDAY, 24th June, 4 P.M.
"INDRAWADI" 25th July.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 22nd June, 1905.

[11]

BOOK CHEONG.

STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.

HAS always on hand all varieties of Stationery, Printing and Note Papers, Copying Presses, also Automatic Cyclostyle and Elkins Duplicator.

Hongkong, 22nd February, 1905.

COAL MERCHANTS AND STEVEDORES,
48, DE VOUX ROAD.

SHIPS Coaled alongside at the shortest notice, and with all possible despatch. Prices Moderate. Telephone No. 329.

Hongkong, 1st October, 1904.

[61]

Shipping—Steamers.

CHINA NAVIGATION COMPANY
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.

From 1st January, 1904.

ALSO REDUCED FARES TO

MANILA AND RETURN.

THE Steamship

"AUSTRALIAN."

Captain McArthur, will be despatched for the above Ports, on WEDNESDAY, the 12th July, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon and Stewardess are carried.

N.B.—To assure the additional comfort of passengers in the steamers of the Company have electric fans fitted in salerooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 1st February, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on

Week Days, at 7.30 A.M. and on Sat-

days at 8.30 A.M. Departs from Macao on Week

Days at 7.30 P.M. and on Sundays at 5.30 P.M.,

if tide permits.

FARES.—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; and Cabin \$1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the following rates:—1st and 2nd Class, Single Ticket, \$1; Return, \$2; 3rd Class, Single, 30 cents, Return, 10 cents; Steerage, 10 cents.

Breakfast, Tiffin and Dinner can be supplied either on board, or at the Macao Hotel, for returning passengers only, at an extra charge of \$2.

On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3 extra.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

MING O.N. & CO.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 1st June, 1905.

[14]

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For Steamship On

SHANGHAI FAUSANG f. SATURDAY, 24th June, Noon.

SHANGHAI VIA NINGPO HANGSANG f. MONDAY, 26th June, 3 P.M.

S'GAPORE, PENANG & CALCUTTA SUISANG * TUESDAY, 27th June, Noon.

SANDAKAN ESANG WEDNESDAY, 28th June, 3 P.M.

TIENTSIN ESANG WEDNESDAY, 28th June, 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

+ Taking cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtsze Ports.

+ Taking cargo on through Bills of Lading to Lahad Datu, Simpona, Tawau, Kudat, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 23rd June, 1905.

[460]

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR PORTLAND, OREGON,</

Mails.

MESSAGERIES
MARITIMES

FRENCH MAIL-STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "GALEDONIEN".

Captain Gregory, will be despatched for MARSEILLES on TUESDAY, the 27th June, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. OCEANIEN 11th July.
S.S. TOURANE 25th July.

S.S. TONKIN 8th August.

G. DE CHAMPEAUX,
Agent.

Hongkong, 13th June, 1905.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(T)rough Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

J. H. E. Steamship

"NUBIA"

Captain F. J. Fox, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 1st July, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Mongolia, 9,500 tons, from Colombo, Passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Arcadia, due in London on the 13th August.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS,
Acting Superintendent.
Hongkong, 17th June, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

Plendies 3,753 F.G. Purington At June 30
Shesumut 9,006 E. V. Roberts " July 12
Tremont 9,006 T. W. Garlick, " Aug. 8

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. Shesumut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings.
Hongkong, 23rd May, 1905.

For Sale.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.
\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 7th March, 1905. [50]

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$1.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SJEMSEN & CO.

Hongkong, 10th January, 1905. [51]

FOR SALE.

INCANDESCENT
GASOLINE
LAMPS
OF ALL DESCRIPTIONS
from the best makers.

INCANDESCENT
MANTLES;
CHIMNEYS,
GLOBES,
SHADES, &c.,
for
GASOLINE AND GAS
LAMPS
at the most moderate
prices.

Lamps fixed up for
Buyers free of charge.

Naphtha of the best
kind kept in stock.

TAI KWONG CO.,
56, Lyndhurst Terrace.

Hongkong, 2nd May, 1905. [54]

To Let.

TO LET.

NO. 12, KNUTSFORD TERRACE,
KOWLOON.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 4th May, 1905. [53]

TO LET.

A BUILDING at CAUSEWAY BAY, at
present in occupation of the Steam
Laundry Co., Ltd.

No. 1, RIPPON TERRACE.

FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 30th March, 1905. [55]

TO LET.

SEMI-DETACHED VILLAS, Two, in
Garden Road, near the Ferry, with Fine
Bright and airy Rooms. Gas and ELECTRIC
BELLS laid on. Commanding fine view of the
Harbour.

Rents very moderate.

Apply to—

H. RUTTONJEE,
No. 5, D'Aguilar Street,
37 and 38, Elgin Road, Kowloon.

Hongkong, 5th June, 1905. [52]

TO LET.

WITH IMMEDIATE POSSESSION.

F. FOREST LODGE, Caine Road.

Apply to—

H. N. MODY.

Hongkong, 4th May, 1905. [52]

TO LET.

SHOP, No. 14, QUEEN'S ROAD, CEN-
TRAL.

First Floor, No. 12, QUEEN'S ROAD,
CENTRAL.

Second Floor, Nos. 12 and 14, QUEEN'S
ROAD, CENTRAL.

Apply to—

S. BISNEY,
Hongkong Hotel.

Hongkong, 8th June, 1905. [53]

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES.

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION,
Hongkong, 16th May, 1905.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	LAST WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.				{ \$1,000,000 \$8,000,000 \$250,000				
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ \$1,000,000 \$8,000,000 \$250,000	\$1,493,408	{ Div. of £1.10/- and bonus of £1 @ ex- change 1/10 5/16=\$15.40 for second half-year 1904	54 %	\$805 buyers London, \$838
National Bank of China, Limited	99,935	\$7	\$5	\$200,000	\$41,768	\$1 (London 3/6) for 1903	..	\$37 buyers
MARINE INSURANCES								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,400,000 \$81,739	\$750,494	\$17 for 1903	53 %	\$320
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	{ \$500,000 \$511,992 \$512,566 \$371,445	Nil	\$11 for year ended 30.4.1904	61 %	\$70 buyers
North China Insurance Company, Limited	10,000	\$15	\$5	Tls. 800,000	Tls. 217,119	Interim of 7/6 1904	8 %	Tls. 81
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$100,000 \$20,000	\$2,078,997	\$35 for 1903	5 %	\$600 buyers
Yangtsze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 \$15,704	\$486,284	\$12 and \$3 special dividend for 1903	83 %	\$1728
Fire INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$218,093 \$2,241	\$329,047	\$6 dividend & \$1 bonus for 1903	84 %	187
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,200,000 \$158,444	\$360,372	\$34 for 1903	113 %	\$302
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$5,000 \$185,000	\$8,832	\$1 for 1904	41 %	\$21 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$85,430 \$214,000	Nil	\$2 for year ended 30.6.1904	58 %	\$56 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$20,000 \$100,000	\$26,160	\$1 for second half-year 1904	91 %	\$37
Indo-China Steam Navigation Company, Limited	60,000	\$10	\$10	{ \$20,000 \$100,000	\$5,853	10/- for 1903 @ 1/10 5/16=\$5.378	52 %	\$100
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ \$15,000 \$4,400,000	Tls. 43,763	Tls. 1/2 final making Tls. 4/4 for 1904	71 %	Tls. 61 sales
"Do." (Preference)	100,000	Tls. 50	Tls. 50	{ \$4,116 \$55,000	\$58,852	Tls. 1/2 final making Tls. 3/4 for 1904	71 %	Tls. 60 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	\$1	\$1	{ \$24,217 \$24,217	\$1,829	Interim of 1/1 (Coupon No. 5) for 1904	58 %	\$35

The Hongkong Telegraph.

MAIL SUPPLEMENT.

(ESTABLISHED 1881.)

NEW FERIES No. 4880

星期二廿五五一十三號光

SATURDAY, JUNE 24, 1905.

六月廿四

六月廿四號

\$13 PER ANNUM
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NOTICE.
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SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$20 per annum.

WEEKLY—\$15 per annum.

The rates per quarter and per month, proportional.

The daily issue is delivered free when the address is accessible to messenger. One copy sent by post is additional \$1.50 per quarter.

The postage on the weekly issues to any part of the world is 80 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

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BIRTHS.

On 6th June, at "Bon Accord", Duke Street, Penang, the wife of Captain R. OWEN, of a daughter.

On 7th June, at Penang, the wife of Chief Inspector W. J. FOLY, F. M. S. Police, of a daughter.

At Hawick on the 10th June, to Mr. and Mrs. BERTHOM JONES, a son.

On the 10th June, at Shanghai, the wife of HENRY MONSEY CUMINE, of a son.

June 15th, at Westbourne Villa, N., to Mr. and Mrs. GEORGE CURRY, a son.

On 18th May, at 35, Montagu-mansions, Portman-square, W., the wife of A. K. BUTTERY, of Penang, of a daughter.

On 18th May, at Harracott House, Tawstock, the wife of JOHN FREDERICK WATFORD, of Clancarborough, Devon, Advocate of the Supreme Court of the Straits Settlements, of a son.

On 23rd instant, at No. 4, Canton Villas, Kowloon, the wife of THOS. SKINNER, of a daughter.

MARRIAGES.

ON the 9th May, in Salisbury Cathedral, EDMUND NELSON-FISHER, Capt., the Manchester Regiment, son of the late Ven. Edmund Henry Fisher, Archdeacon of Southwark, to GEORGINA MARY, daughter of William Maxwell Hammick of the Close, Salisbury.

On 10th June, at St. Andrew's Cathedral, Singapore, FRANCIS CLIFFORD PALMER LEE, third son of the late Edwin Palmer Lee of Tredegarville, Cardiff, to LUCY AGNES MOSLEY, youngest daughter of the late Thomas Henry Mosley of Calcutta.

On 17th May, at Cannes, R. D. ROBINSON, to BLANCHE EMILY BUCHANAN-DUNLOP, both of Yokohama.

On 20th May, at Lyndhurst-road Church, Hampstead, by the Revd. Dr. Horace JOHN ANDERSON, second son of Alexander Johnston, formerly of Singapore, to MARGARET WELSH, younger daughter of Andrew Gordon, of 19, Thorntown-road, Hampstead, N.W., and 62, Corhill, E.C.

DEATHS.

On 5th inst. at Port Swettenham, of pneumonia, WILLIAM GEORGE CHRISTIE WALTER, aged 42.

On 7th June, at Ayer Itam, Penang, LEWIS EBERT, aged 74 years.

At River Valley Road, Singapore, RUTH DOWNS, the beloved daughter of Mr. and Mrs. C. C. Oehlers, aged 71 months.

On the 10th instant, at Serangoon Road, Singapore, MARTINAH, widow of the late Gilbert Wilson, aged 67 years and 5 months.

On 19th May, at 5, Radnor-park Avenue, Folkestone, FRANCIS HELME FIRTH, late of the Peninsular and Oriental S. N. G., in his 78th year.

conviction, and Mr. Justice Channell pointed out that where the prints were taken for the purpose of identification of a criminal whose impressions the police already possessed, the system seemed to be extremely reliable, but he directed the attention of the jury to the fact that it was an entirely different thing to apply the system to a casual mark made by the perspiration of the thumb on the object. Other evidence, of a circumstantial nature, was forthcoming, and the prisoners were found guilty. We are not aware that this system of identification has ever secured the conviction of criminals in Hongkong, though there can be no doubt that since Mr. F. J. Badley introduced it into Victoria Gaol in March of last year that many valuable points have been noted from it. At the present time all criminals have their finger prints taken on admission to the prison, and as Mr. Craig took up the study of the system at New Scotland Yard while at home, the development of the science in connection with the detection of crime in Hongkong should proceed unchecked. Under proper control there is much to be said in its favour as a great and reliable means of identification, although in inexperienced hands it is quite possible it may become a menace to the administration of justice. According to the expert evidence adduced at the murder trial at the Old Bailey, the point to be born in mind is that it is not enough that there should be two or three points of resemblance between two prints, but that the prints must be absolutely identical. The whole system is based on the fact that a finger print does not appreciably alter after birth, and therefore, the differences, if any, are far more important than stated points of resemblance. One distinct and clear fundamental difference between two prints establishes this fact beyond a doubt that they are from different individuals even in the presence of a multitude of similarities. It is to be noted further, that as the area of a print is diminished the danger of coming to a wrong conclusion from similarities is increased. This, of course, is of importance in connection with casual and accidental prints. We have all heard of how attempts are made among habitual criminals to get rid of the tell-tale marks by wearing gloves and finger stalls, but it will be a long time before the professional crib-cracker in Hongkong will learn to appreciate the delicate machinery which the police will be able to put into motion in order to ensure his arrest.

BONDS ON EMPIRE.

(20th June.)

The latest annual report on Hongkong, which covers the work of the harbour department, during 1904, shows that the Colony's advance towards even greater prosperity is being steadily maintained. The Hon. Capt. Barnes Lawrence remarks, in his report, that during the year reviewed, the tonnage entering and clearing, exclusive of steam launches in local trade amounted to 24,754,042 tons, being an increase, compared with 1903, of 714,180 tons, and the highest tonnage yet recorded. This unprecedented degree of prosperity is a fact explained by reference not only to the steady development of the Colony's shipping, but to a combination of special circumstances. Among this is mentioned the large influx of colliers and other tramp steamers, in ballast, attracted to the Far East by the war. This account for the increase in the number of vessels under the British flag, although on the other hand it is pointed out that a number of ships entering the port with foreign colours have decreased owing to the disappearance of the Russians and almost all Japanese ships from the run since the commencement of hostilities. It is also due to the fact that a large number of small German and Norwegian vessels were transferred to the Japanese coast trade, while the number of ships carrying the American flag showed a considerable decrease. How far the expansion in the number of British ships entering and clearing the port may prove temporary time alone will show, but though some of its sources have since been practically removed the gratifying fact is manifest that the trade of the Colony continues to show a rapid and satisfactory increase. The imports, exclusive of cargoes brought by junks and steam launches employed in local trade, amounted to close upon eight million tons, and more than half of this was discharged here. From Japan alone close on a million tons of cargo were discharged, while Siam is represented next with over 600,000 tons, the China coast coming third with nearly 350,000 tons, India and the Straits Settlements next on the list with over 320,000 tons of cargo discharged, with Great Britain just behind, and America bordering close on 300,000 tons. But over two-thirds of the cargo brought to the Colony came in British ships, and the same remark is applicable in the case of the export trade of the Colony. In the latter instance, however, cargo from China, entering the port shows by far and away the greatest tonnage, Japan being nearly 400,000 tons behind with its shipments, while for India and the Straits Settlements just over 325,000 tons, or 120,000 tons more than that consigned to the Philippines were registered. Prosperity is apparent on all sides, and a glance at the diagram of tonnage entered at the port from 1867 to 1904, and taking the previous years into account, will show that from the beginning of organized commercial operations in the Colony there has never been a time when Hongkong has not been pre-eminently one of the most important business centres of the Far East. Our mercantile and shipping communities have been strong ones. Circumstances have combined to stimulate the business spirit of the residents of the Colony so that, with the natural advantages which contributed to making Hongkong the principal, and, in fact, the only distributive point on the coast of China, over sixty years ago, the island is still able to maintain her position of prominence.

FINGER PRINTS.

(19th June.)

An extremely brutal murder recently perpetrated at home by two young brothers, who have since expiated their crime on the scaffold, has furnished the first case in which evidence for the Crown on the capital charge has rested largely on the finger-print system of identification. It was proved to the satisfaction of the jury that the accused entered a small shop in the Deptford district of London, and after murdering the proprietor and his wife, proceeded to ransack the premises and then decamped with a few paltry pounds in their possession. Unfortunately for them they did not leave the place unobserved, and when subsequently the accused were brought up in the custody of the police evidence was tendered that finger marks about the shop corresponded with finger-print impressions made by the prisoners after arrest. The defence maintained that this system of identification was insufficient to warrant a conviction, and Mr. Justice Channell pointed out that where the prints were taken for the purpose of identification of a criminal whose impressions the police already possessed, the system seemed to be extremely reliable, but he directed the attention of the jury to the fact that it was an entirely different thing to apply the system to a casual mark made by the perspiration of the thumb on the object. Other evidence, of a circumstantial nature, was forthcoming, and the prisoners were found guilty. We are not aware that this system of identification has ever secured the conviction of criminals in Hongkong, though there can be no doubt that since Mr. F. J. Badley introduced it into Victoria Gaol in March of last year that many valuable points have been noted from it. At the present time all criminals have their finger prints taken on admission to the prison, and as Mr. Craig took up the study of the system at New Scotland Yard while at home, the development of the science in connection with the detection of crime in Hongkong should proceed unchecked. Under proper control there is much to be said in its favour as a great and reliable means of identification, although in inexperienced hands it is quite possible it may become a menace to the administration of justice. According to the expert evidence adduced at the murder trial at the Old Bailey, the point to be born in mind is that it is not enough that there should be two or three points of resemblance between two prints, but that the prints must be absolutely identical. The whole system is based on the fact that a finger print does not appreciably alter after birth, and therefore, the differences, if any, are far more important than stated points of resemblance. One distinct and clear fundamental difference between two prints establishes this fact beyond a doubt that they are from different individuals even in the presence of a multitude of similarities. It is to be noted further, that as the area of a print is diminished the danger of coming to a wrong conclusion from similarities is increased. This, of course, is of importance in connection with casual and accidental prints. We have all heard of how attempts are made among habitual criminals to get rid of the tell-tale marks by wearing gloves and finger stalls, but it will be a long time before the professional crib-cracker in Hongkong will learn to appreciate the delicate machinery which the police will be able to put into motion in order to ensure his arrest.

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On the 10th instant, at Serangoon Road, Singapore, MARTINAH

TELEGRAMS.

"HONGKONG TELEGRAPH
SERVICE."

**BRITISH STEAMER
MISSING.**

ON VOYAGE TO JAPAN.

[From Our Own Correspondent.]

Shanghai, 19th June,
10.25 a.m.

Nothing having been heard of the British steamer *Lily East*, which left Colombo for Japan some time since, she has been reported as missing.

ANXIETY OCCASIONED

BY OTHER STEAMERS.

Anxiety is felt in respect of the steamers *Inverie*, *Keeman* and *Dinquelle* now believed to be in the Red Sea.

[To what this refers we are at a loss to understand. The *Keeman* is not due in Hongkong until the 16th July, and inquiries of Messrs. Butterfield and Swire, agents for the Ocean Steamship Co., and China Mutual Steam Navigation Co., have thrown no light on the report. Certain it is that no anxiety is felt in Hongkong in connection with the *Keeman*. —Ed., H.K.T.]

The steamer *Owari Maru* from Muroran to Hokodate went aground on Saturday, and her passengers and mails were transferred to the s.s. *Ise Maru*.

OUTRAGE AT SHANGHAI.

ATTEMPTED DOUBLE MURDER.

[From Our Own Correspondent.]

Shanghai, 19th June,
10.25 a.m.

An attempt was made to murder two Sikhs at Pootung on Saturday.

The Sikhs were attacked by persons carrying a hatchet and an iron-shod stick.

One of the Sikhs sustained a fractured skull.

Two Indians were taken into custody, and have since been identified.

There are hopes that a clue will be forthcoming which will lead to the arrest of the person or persons associated with the murder of a Goorka, watchman, of the Cosmopolitan and International Docks, the previous week.

JAPANESE SQUADRON

PROCEEDING UP THE YANGTSE.

EXCITEMENT AT NANKING.

[From Our Own Correspondent.]

Shanghai, 21st June,
10.10 a.m.

An intimation has been received here from Japan to the effect that Admiral Uriu is about to steam up the Yangtse with a Japanese squadron.

The Waiwupu has sent a notification to the Consul-General for Japan, at Peking, that a squadron of Chinese warships must lead the way up the river.

As a result of the intimation considerable excitement now prevails at Nanking, and the Viceroy has officially requested the postponement of the cruise.

THE AMERICAN BOYCOTT

INCITED AT PEKING.

[From Our Own Correspondent.]

Shanghai, 21st June.

The merchants at Peking have now taken up the question of boycotting American goods.

They are inciting others to join with them in the movement.

**THE PRESS BOAT
"SAMSON"**

MR. BURLEIGH'S MISSION

FRUSTRATED BY JAPANESE.

[From Our Own Correspondent.]

Shanghai, 21st June,
2.50 p.m.

In H. M. Supreme Court, to-day, before Mr. Justice de Saumarez, the case, in which A. Pavloy is suing Thomas Charles Robert Ward for the recovery of Tls. 100,000 for the wrongful conversion by the defendant of the s.s. *Samson*, the property of the plaintiff, again came on for hearing.

During the proceedings it was stated that Mr. Bennett Burleigh (the correspondent of the London *Daily Telegraph*) had requested Mr. Pavloy to buy the *Samson* in order that Mr. Burleigh might proceed to Port Arthur and obtain informa-

tion of the movements of the Russians. He was prevented by the Japanese from doing this.

**S.S. SAMSON'S TRUE
ERRAND**

NOW REVEALED.

PAVLOW SECURES MISSION OF MERCY.

[From Our Own Correspondent.]

Shanghai, 22nd June,
2.55 p.m.

It has transpired in the hearing of the s.s. *Samson* case now before the Supreme Court, that Mr. Bennett Burleigh met a Russian torpedo boat by arrangement to the West of Iwo Jima. He criticized the management as being expensive, and asserted that Mr. Twentyman did not enjoy the confidence of shareholders. He ventured the opinion that business had been driven from the Company, which ought to be reorganized, on the lines of the Hongkong and Whampoa Dock Co. Proceeding, the speaker declared that stocks in Farnham, Boyd & Co. Ltd. were used as a huge machine for gambling. Mr. Twentyman was the Company's dictator. If the directorate should remain unchanged, speculation will continue. Shareholders are generally dissatisfied.

The resolutions, when put to the meeting, were carried; many abstained from voting.

are not acceptable, unless it is especially desired that they be entertained.

The characterization article in the [Hongkong] Telegraph in reference to the Company as " vindictive, untruthful and libellous." The docks are full of work, he said, and there is hope that a rush will take place.

Mr. Taylor, a shareholder, in reply to the chairman, expressed his dissatisfaction with Mr. Twentyman's statement. " He alleged that the defamatory offer" [made for the purchase of S. C. Farnham, Boyd & Co. Ltd.] was made with a view of boozing the shares which rose from Tls. 100 to Tls. 195. He criticized the management as being expensive, and asserted that Mr. Twentyman did not enjoy the confidence of shareholders. He ventured the opinion that business had been driven from the Company, which ought to be reorganized, on the lines of the Hongkong and Whampoa Dock Co. Proceeding, the speaker declared that stocks in Farnham, Boyd & Co. Ltd. were used as a huge machine for gambling. Mr. Twentyman was the Company's dictator. If the directorate should remain unchanged, speculation will continue. Shareholders are generally dissatisfied.

The following particulars in connection with the above telegram will be of interest. The case was first before the Supreme Court at Shanghai at the 17th April last when Mr. R. N. Macleod appeared for the defendant.

Mr. Macleod then said that he thought this case should be tried otherwise than summarily, and he would therefore like defendant's counsel to give him some idea of his defence.

Mr. Phillips said from certain correspondence he had the matter appeared rather complicated to him. On the 31st of January his friend's firm wrote to his client:—

F. R. WARD, Esq.,
c/o Astor House.

Yours &c.
E. L. Mond, Esq.

DEAR SIR.—We have been instructed by Mr. Mondor to demand a properly executed bill of sale, transferring to him the s.s. *Samson* which was, we understand, registered in your name at the British Consulate yesterday. Mr. Mondor claims this under two written assignments of the said ship, one by you to Mr. A. Pavlow and the other by the letter to Mr. Mondor. Unless this bill of sale is in our hands by noon on the 2nd February, we shall have to take proceedings against you. We suggest therefore that you should call upon us as soon as possible to arrange matters.

We believe that the preparation of a bill of sale by the British Consulate can be obtained at a very small fee.

Yours faithfully,

STOKES, PLATT & TEESDALE.
Counsel's client had a set off for more than the existing amount of this claim. On the 8th day of April the present summons was issued, claiming Tls. 100,000 for wrongful conversion of the s.s. *Samson*. On the 1st of April Messrs. Stokes, Platt & Teesdale wrote to a Mr. Kristensen:—

M. L. KRISTENSEN, Esq.,
9-A Hankow Road.

R. S. S. *Samson*.

DEAR SIR.—We are instructed by Mr. Pavloy, the actual owner of this boat, to demand from you the immediate payment of Tls. 8000 received by you from the Shanghai Tug and Lighter Co. Ltd. on the transfer of this boat to such Company. We are further instructed to demand from you payment of the further sum of Tls. 20,000 being damages over and above the Tls. 80,000 already mentioned by reason of such transfer.

Unless on or before the 15th inst. we receive from you the above-mentioned sums we shall, according to our instructions, commence proceedings against you to enforce payment.

Yours faithfully,
STOKES, PLATT & TEESDALE.

Counsel could understand his friend longing to know who should pay the money before the proceedings commenced, but having taken proceedings against his client for Tls. 100,000 the subsequent claim in the letter of the 13th inst. was incomprehensible to him.

His Lordship made an order for pleadings. Mr. Macleod asked when they must be delivered.

His Lordship said he was issuing a short set of rules, and the rule for pleading would be that, unless the Court decided otherwise, they would have to be delivered in fifteen days. The order would be for fifteen days unless Counsel wished to agree otherwise.—Ed., H.K.T.]

THE WAR.

RUSSIANS SURROUNDED.

DRIVEN TOWARDS KIRIN.

RETRACING NORTHWARD.

[From Our Own Correspondent.]

Shanghai, 22nd June,
1.55 p.m.

The Manchurian army, under General Linievitch, is practically surrounded and the Russians have been driven towards Kirin.

The victorious Japanese army is flanking the Russian movement.

The Russians are retreating northward in the direction of Liu-miao-kou.

FARNHAM, BOYDS.

A BREEZY MEETING.

THE CHAIRMAN WRATHFUL.

MANAGEMENT CRITICIZED.

[From Our Own Correspondent.]

Shanghai, 23rd June,
10.20 p.m.

At the annual meeting of shareholders in S. C. Farnham, Boyd & Co. Ltd., held this afternoon, Mr. J. R. Twentyman, the chairman, stated that the terms of the offer [for the purchase of the Company's business]

SANITARY DEPARTMENT.

A sum of \$3,000 in aid of the vote sanitary department, other charges, for cemetery incidental expenses.

DAMAGE BY R. IN STORM

A sum of \$16,420 in aid of the vote, public works extraordinary, for the following items:—Roads inside Victoria.—Removing slips, reinstating road surfaces, &c. 2,050 Roads outside Victoria.—Removing slips, reinstating road surfaces, &c. 4,900 Roads in Kowloon.—Removing slips, reinstating road surfaces, &c. 1,200 Roads in New Territory.—Removing slips, reinstating Kai Sun, Tai Po road surface, &c. 800 Praya Wall and Uiers.—Repairs to wall, Causeway Bay 100 Colonial Cemetery.—Re-building portion of boundary wall, and repairing earth slips and damage to walls 900 Repairs to Nullahs 350 Total \$16,420

MISCELLANEOUS SERVICES.

A sum of \$12,000 in aid of the vote, Miscellaneous services, for the following items:—

COALS FOR OFFICES.

Coals for offices \$2,000

OTHER MISCELLANEOUS SERVICES.

Other miscellaneous services 10,000

TOTAL.

Total \$12,000

THE COMMITTEE THEN ADJOURNED.

The Committee then adjourned.

EDUCATION.

The number of Government and grant schools including Queen's College, is 81, of which 23 are upper grade schools in which at least part of the staff is European, and 58 are lower grade schools, under purely native management.

Brindly speaking, the upper grade schools teach in English, and the lower grade schools in the vernacular.

The total number of scholars in average attendance at Government and grant schools was 4,970.

Of these, 1,665 were in Government and 3,305 in grant schools; 2,906 Scholars received instruction in English, and 2,064 in the vernacular. The proportion of boys to girls was 2,326 to 1,734, or a little less than two to one.

A small Anglo-Chinese School was opened at An Long in the New Territory, early in 1904, arrangements were made to open a new school for children of British parents at Caroline Hill, East Point. The Kowloon School for children of similar parentage, opened in 1902, has had an average attendance of 54.8 as against 46.4 in 1903.

The new code for grant schools has been in force during the year, and has worked very satisfactorily.

It was decided to introduce the study of hygiene into all Government and grant schools and a suitable text book was prepared.

The revenue derived from school fees was \$36,251.50. The expenditure was \$151,589.

Speculation in blockade running resulted in some heavy losses to the Chinese and there was tightness of money at the end of the year.

After the naval action at Chemulpo on the 9th February some Russian wounded were treated in the Hongkong Hospital pending removal to Europe, and the attention paid to them was duly recognized by the Russian Government.

Later 4 Officers and 61 men from a Russian torpedo boat destroyer, who had taken refuge at Weihsien, were transferred to Hongkong, and arrangements for their maintenance here made in consultation with the Russian Consul.

An attempt was made in the latter half of the year to at the shipment to South Africa via Hongkong of indured labourers recruited in the Kwangsi and Kwangtung Provinces on similar conditions as regards terms of engagement and arrangements for transport to those embodied in the Convention for shipment of labourers to South Africa from the Treaty Ports, which was signed in London on the 13th May, 1904. An agreement was made by the Acting Consul-General at Canton with the Viceroy of the Two Kwangs for despatching by the Chinese officials recruited at Wuchow by the Chinese officials. The class of recruits obtained in this manner was not satisfactory nor were the numbers obtainable from the two Provinces, in the face of opposition from persons interested in recruiting for other countries, sufficient to justify the maintenance of the deposit here. The attempt was therefore abandoned after 1,746 labourers had been despatched.

A rebellion in Kwangsi, which died down towards the end of the year, enabled Hongkong to render a service to China by rigorously maintaining restrictions on the export of arms and ammunition from the Colony.

The construction of a railway from Canton to the frontier of the territory under British jurisdiction, for which the British and China Corporation had made a preliminary arrangement with the Chinese Government on the 28th March, 1891, formed the subject of discussion in London with the Directors of the Corporation with a view to an arrangement being made for working this railway with one to be constructed from the frontier of the New Territories to the sea at British Kowloon. The strong feeling of the Government and of the entire commercial community of the Colony as to the importance of the complete undertaking to the prosperity of Hongkong was expressed in the report on the Blue Book for 1903.

During the year the new Law Courts, established in 1900, and subsequently reconstituted, was completed. 35,477 separate lots had been demarcated and ownership determined at a cost of \$143,655. Appropriate titles to these lots have since been given.

The rice crops in the New Territories were good, and an increase in the number of houses in nearly all the villages evidenced increased prosperity. The peasants appeared to appreciate the greater security they derived from adequate police protection and showed willingness to assist in improving road communications.

Building activity in old Kowloon and Yaumati gives hope that the considerable available area on the mainland south of the hills will furnish relief to the congested districts of Victoria. This relief will probably be accelerated when the proposed railway is in hand.

On the Island satisfactory progress was made on the two large docks under construction by the Admiralty and by Messrs. Butterfield & Swire. The 3' 6" electric tramway from Kennedy Town through Victoria to Shau-ki-wai village (9½ miles of route) was opened to traffic and in spite of fares that are high for China is largely used by Chinese of all classes

THE PORT OF HONGKONG.

HONGKONG GYMKHANA CLUB.

BACTERIOLOGY IN HONGKONG.

A RECORD YEAR.

The Hon. Capt. L. A. W. Barnes Lawrence, in his report, as harbour master, for the year 1904 states that the total tonnage entering and clearing during that period, exclusive of steam-launches in local trade, amounted to 24,754,042 tons, being an increase, compared with 1903, of 714,810 tons, and the highest tonnage yet recorded. There were 15,003 arrivals of 22,885 tons, and 15,003 departures of 22,161 tons. Of British ocean vessels, 2,162 ships of 3,863,803 tons entered and 2,150 ships of 3,845,933 tons cleared, while of river steamers under the British flag there were 2,937 ships of 2,849,866 tons entered and 2,935 ships of 2,847,404 tons cleared. Taken altogether;

British ocean tonnage represented.....	31.2%
Foreign.....	21.3%
British river tonnage.....	23.1%
Foreign.....	1.9%
Steam-launches in foreign trade represented.....	5%
Junks in foreign trade represented.....	12.5%
Junks in local trade.....	9.5%
	100.0%

7,435 steamers, 26 sailing vessels, 1,027 steam-launches, and 18,100 junks in foreign trade, entered during the year, giving a daily average of 70, as against 68 in 1903.

For vessels of European construction, exclusive of steam-launches, the daily average was 20,35 against 19,9 in 1903.

Vessels under the British flag show an increase of 1,741 ships of 2,155,908 tons, of which 1,389 ships of 1,254,808 tons are river steamers. The remainder, 352 ships of 932,300 tons, due to a large influx of colliers and other tramp steamers in ballast, attracted to the Far East by the war.

The increase in river steamers is due to the fact that no new vessels started to ply during the year.

In vessels under foreign flags, there is a decrease of 1,368 ships of 1,946,897 tons, of which 159 ships are river steamers. The river steamer tonnage, however, shows an increase, of 36,003 tons, giving a net decrease in foreign ocean shipping of 1,149 ships of 1,910,889 tons.

This decrease is due to:—(i) The disappearance of all Russians and almost all Japanese ships from the run since the war began. (ii) A large number of small German and Norwegian vessels being transferred to the Japanese coast trade. (iii) A considerable decrease in numbers (but increase in tonnage) of vessels under U.S.A. colours.

The decrease in numbers of foreign river steamers is due to the smaller number of individual vessels plying, while the increased tonnage is accounted for by the larger size of those left.

The actual number of ships of European construction (exclusive of river steamers and steam-launches) entering during 1904 was 285, being 309 British, and 370 foreign.

These 285 ships entered 4,072 times, and gave a total tonnage of 6,543,710 tons. Thus, compared with 1903, 144 more ships entered 22 times less, and with a total tonnage decreased by 466,471 tons.

TRADE.

Once more it is necessary, says the Harbour Master, to call attention to the want of accuracy in the returns under this heading. There being no Custom House in the Colony, it is impossible for accurate returns to be compiled, but the information given by the officers and agents of ships might with advantage be of a fuller and more detailed description. It is true that I am empowered to call for copies of manifests of cargo imported, but, so long as the favourite and comprehensive term "Case of Merchandise" continues to be employed, such manifest will not help us much, while to deal with the various weights and measures of the cases, &c., as entered in the manifests, would require a very much larger staff than we now possess. As it is, the returns are compiled by the assistant, Harbour Master, from information given by the officers of the ships, or, in some cases the agents. It frequently happens that the officer giving the information is ignorant of the existence on board of certain items which it is imperative should be reported, e.g., dangerous goods.

This being so, I do not consider it necessary to say more on this subject than that, from these prefatory reports, it appears that:

Import cargo has increased by 167,320 tons, or 4.4%.

Export cargo has increased by 360,740 tons, or 16.0%.

Transit cargo has increased by 376,976 tons, or 9.6%.

Bunker coal shipped decreased by 10,005 tons, or 1.6%.

The total reported import trade of the port for 1904 amounted to 26,358 vessels of 11,205,516 tons, carrying 7,889,073 tons of cargo, of which 4,730,524 tons were discharged at Hongkong. This does not include the number, tonnage, or cargo of junks, or steam launches employed in local trade.

The total export trade from the port was represented by 26,639 vessels of 11,199,830 tons, carrying 3,435,726 tons of cargo, and shipping 670,811 tons of bunker coal.

During the year 1904, 14,012 vessels of European construction of 10,227,312 tons (not registered), reported having carried 10,572,844 tons of cargo.

RAVENUE.

The total revenue collected by the Harbour Department during the year was \$300,933.95, being an increase of \$1,045.53 on the previous year.

1. Light dues,

2. Licences and internal revenue, 62,418.00

3. Fees of court and office, 165,857.79

Total, ... \$300,933.93

STEAM LAUNCHES.

On the 31st December, there were 262 steam launches employed in the harbour. Of these, 166 were licensed for the conveyance of passengers, 134 were privately owned, 16 were the property of the Colonial Government, and 6 belonged to the Imperial Government in charge of military authorities.

EMIGRATION.

76,304 emigrants left Hongkong for various places during the year. Of these, 52,466 were carried by British ships and 33,838 by foreign ships. 149,67 were reported as having been brought to Hongkong from places to which they had emigrated, and of these, 121,735 were brought in British ships and 27,400 by foreign ships.

SUNDAY CARGO-WORKING.

During the year, 308 permits were issued under the provisions of the Ordinance. Of these, 78 were not availed of owing to its being found unnecessary for the ship to work cargo on Sunday, and the fee paid for the permit was refunded in such case. The revenue collected under this heading was \$37,625; this was \$6,765 more than 1903.

SEAMEN.

1,010,890 seamen were shipped and 25,292 discharged at the Mercantile Marine Office and 102,797 board ships during the year.

ed. 508.1
1,010,890

Although earlier in the day rain threatened to spoil the second meeting of the Hongkong Gymkhana Club the weather improved towards the afternoon and quite a large number of people availed themselves of the half-holiday on Saturday and journeyed to the Happy Valley for the racing. H. E. the Governor arrived on the ground about four o'clock and the band of music which they played at intervals during the meeting. Brief results of the various events are as follows:

THREE-QUARTER MILE FLAT RACE.—For Hongkong Subscription griffins of any season. Winners of an open race barred. Winners of an official race to carry 7 lbs. extra; two or more official races 6 lbs. extra. "Off day" winners and winners at first Gymkhana Meeting to carry 3 lbs. extra. Unplaced ponies in an official race allowed 5 lbs. Jockeys who have won an official race in Hongkong or China 2 lbs. extra; non-winning Jockeys allowed 5 lbs. Entrance fee \$5. 1st Prize: A Cup presented by D. Macdonald, Esq.; 2nd Prize: \$25; 3rd Prize: Mr. F. H. May's Policy, 1st st. 6 lbs. (Owner)

Mr. G. H. Potts' Jungle King, 1st st. 7 lbs. (Mr. Alderton)

Mr. W. A. Cruickshank's Black Monday, 1st st. 7 lbs. (Owner)

Mr. W. Inglis' Forward, 1st st. 12 lbs. (Owner)

Mr. H. P. White's Two Step, 1st st. 3 lbs. (Mr. Johnstone)

Mr. C. G. Mackie's Alain, 1st st. 7 lbs. (Owner)

This was a capital race ending in an exciting finish.

Time—1 m. 40 2/5 secs.

TENT RACING.—Best of three runs. Points for pace and style. Open to any class of Pony. Entrance fee \$5. 1st Prize: \$15. The competitors were Messrs. W. A. Cruickshank, W. B. Elwes, J. Johnstone, Capt. Elgood and Elverford. The event resulted in a win for Mr. Johnstone with Mr. Cruickshank second.

GYMKHANA CLUB CHALLENGE CUP.—Distance One Mile.—Value \$400. For all China Ponies. Catch Weights at 10 st. 6 lbs. Winners of an open griffins race 5 lbs. extra. Non-winning Subscription Griffins allowed 5 lbs. Jockeys who have won an official race in Hongkong or China 2 lbs. extra. Non-winning Jockeys allowed 5 lbs. To be run for 5 times and to be won by the pony scoring the most marks in the races for the Cup, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for the Cup, but in the event of a pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts. Penalties accumulative up to 15 lbs. Entrance fee of \$5 to go in the purchase of a memento to the winner of each race, and \$15 to second pony out of the Club funds. At the conclusion of the Season a Cup, value \$50, will be presented to the Owner of the pony obtaining the second highest number of marks.

Mr. J. Johnstone's Border Raider, 1st st. 13 lbs. (Mr. Cruickshank)

Lion. Mr. C. W. Dickson, 1st st. 4 lbs. (Mr. Johnstone)

Mr. N. H. Grafton, 1st st. 1 lb. (Mr. Leslie)

Mr. G. H. Potts' Tuscan King, 1st st. 5 lbs. (Mr. Alderton)

Mr. P. Simcock's Mick, 1st st. 3 lbs. (Owner)

Mr. H. P. White's Branchie, 1st st. 4 lbs. (Mr. Robertson)

Beaconsfield was beaten almost on the post.

Time—2 m. 12 4/5 secs.

1551 Post-mortem examinations were held during the year 1904.

The gradual diminution in the number of post-mortem examinations is due, in a great measure, to the absence of severe epidemic disease. During the past year the prevalence of exotic disease was slight. The epidemic of plague was comparatively trifling; cholera, apart from a few scattered and mostly imported cases, never showed itself in epidemic form; and the death-rate from other infectious and non-infectious diseases, was, on the whole, somewhat lower than that obtained during the two preceding years.

The establishment of a morgue in Kowloon has relieved the congestion in the Public Mortuary. This, from a scientific point of view, is a decided boon. With a smaller number of cadavers, much more attention can be devoted to each individual case and the presence or absence of pathological conditions more easily determined.

THE PUBLIC MORTUARY.

A YEAR'S WORK.

Reporting on the work done in the Bacteriological Sub-Department during the year 1904, Dr. William Hunter, after referring to the new Public Mortuary, equipped so that the most varied pathological research can be undertaken and stating that the Bacteriological Institute will be ready for the commencement of research work about the beginning of August or September, says that during the year, the routine examination of rats has been carried out by his Laboratory Assistant, Dr. Lee Yen Sze. The Sanitary Department, he says, has rendered valuable assistance in regard to the cleansing of the Public Mortuary. No case of sickness occurred amongst the members of his staff during the year. All those engaged with him, at the Public Mortuary are annually inoculated with plague vaccine, and he also insists on their being vaccinated, as they frequently come into close contact with cases of small-pox during the prevalence of this disease in the early part of each year.

During the year, 1,553 human bodies were examined at the Public Mortuary. Of these, no fewer than 1,026 were upon male subjects.

The ravages of tuberculosis in its various manifestations, still accounts for the lives of a very large number of Chinese of all ages. The Chinese appear to be extremely susceptible to tuberculosis. The following dictum, quoted by Clemow, is very true, says Dr. Pearce.—In China, tubercle may be regarded as the principal scourge of the rich class of nobles, while asphyxia is the commonest disease among the middle classes, and leprosy among the outcaste.

In continuation of my researches into the subject, continues Dr. Pearce, my observations lead to the conclusion, that pathologically there is little evidence of tubercular infection through the alimentary tract. If tubercle bacilli enter the system through this channel, they never leave evidence of having done so, in the intestine. My results bear this out thoroughly.

Several interesting cases of poisoning came before his notice during the year. One or two deaths from opium poisoning occur regularly every year, but the number of these cases, he says, would appear to be gradually diminishing.

The bacteriological examination of a Japanese disinfectant called "Disinfect" shows that this preparation is highly valuable as a germicidal agent. It is more effective, but at the same time, more expensive than Jeyes' Fluid. The preparation and distribution of vaccine lymph has been successfully prosecuted throughout the past year. The lymph has given universal satisfaction. Its only fault is its limited maintenance of virulence. Its activity would appear to be limited to a period varying from 6 weeks to 2 months. On completion of the Bacteriological Institute, experiments will be made in regard to this question. New apparatus has been ordered from home and the lymph will be prepared according to the methods adopted in the Government Lymph Laboratories in London.

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ADMIRAL TOGO.

A SKETCH OF HIS CAREER.

The name of Admiral Togo Heihachiro will rank in history with that of Nelson, and the following sketch of his life, compiled from Japanese sources, will be read with much interest at the present time.

Admiral Togo was born on December 22nd, 1857, at his father's residence at Kagoshima, which has produced many men of naval and military repute. His father was a retainer of Prince Shimadzu, Lord of Satsuma, and the Admiral is his fourth son. The family, it is said to be descended from Taira-no-Shigemori, who is regarded as having been a model of filial piety to his father Kiyomori, who ruled Japan for twenty-five years during the 12th century.

These three elder brothers of Admiral Togo took part as rebels in the Satsuma rising of 1877, and two of them were killed in battle, while the third died shortly after the rebellion had been suppressed. The Admiral therefore has no brother or sister living. His father, who was a magistrate of his clan for thirteen years, died at the age of about 50. His mother is described as a model wife well fitted to be the mother of samurai. Not only did she possess all womanly virtues, but she was very strict and careful in the upbringing of her sons; and the early training under his wife and courageous mother has no doubt largely contributed towards the making of the man whose fame has now reached the remotest corners of the earth. After the spreader of the rebels Togo returned to Tokyo, this being in August 1867.

By this time Togo had made up his mind to devote his life to the Navy. He visited Yokohama and studied English, availing himself of whatever assistance was obtainable at that time. He did this as a preliminary to going to England, where he intended to complete his naval education.

Togo and some fellow-students repeatedly petitioned the Government to be sent to England, and their wish was at last fulfilled in March 1871, when they were ordered by the Government to proceed to England for purposes of study. The party consisted of twelve young men, among whom were, besides Togo, Hinode Toshiro (now Superintendent of the Naval Arsenal). The party, when they went on board a British steamer, clad in ill-fitting foreign dress and wearing old and worn-out boots, is said to have presented a very comical picture.

Very little is known or published as to Togo's doings in England during his sojourn there for eight years, but it will be remembered that the English clergymen in whose house Togo was placed recently published an account in which he spoke most highly of his pupil's character. For some time after his arrival, Togo applied himself more particularly to acquiring a knowledge of English. Then he tried to enter the Thames Naval Academy, but he was unable to do so owing to the rule that no foreigner could be admitted into the school. He found a training-ship at Plymouth, where he was attacked and killed by Namamugi, near Yokohama, by the retinues of Prince Shimadzu of Satsuma, on account, it is alleged, of having got in the way of the Prince's armed procession, together with two other English gentlemen and a lady. The British

Government demanded of the Bakufu Government an indemnity of \$10,000 for the outrage, to which the latter was obliged to yield.

During Togo's absence many changes had taken place in Japan. Especially it must have been a source of great sorrow to him that Saigo Takamori, his teacher and exemplar, had died, and with him Togo's two brothers, fighting against

As far as can be seen from present development, where there is ore in the west lode there is also a parallel sheet in the east, but above the 100 foot level this ore can not be mixed as the main shaft runs through it, and would be endangered thereby.

At treatment of the ore, this is a subject with which it is at present impossible to deal. I think that we will be able to concentrate and cyanide, but in some of the best of the ore now coming to hand there is so much copper that cyaniding would be difficult and besides will not save the copper, which is likely to be of some importance, if the same class of ore continues.

Mill.—Unless exceptionally good developments occur in our shoots No. 1 at the 200 foot level it will not be possible to start the mill under 7 or 8 months with any hope of keeping it going. It will be necessary to open enough ore by the 200 foot level to keep us going until we can be drawn from the 300 foot.

The ore found at the 100 foot level together with what we have good reason to expect at the 200 foot would keep the mill going on good paying ore for about 3 months allowing a duty of 3 tons per stamp per day. By keeping the main shaft going down and starting it as soon as the 200 foot level is run out to the end of No. 2 shoot. If the ore body proves to be anything like what is shown by the blue colouration on section all anxiety as to keeping the mill running would vanish at once. No. 3 shoot is also due as shown on plan but at present I know nothing about its value.

To sum up the situation as far as words as possible, I would say that it is decidedly hopeful. We are by no means out of woods yet but I think that our present shewing gives ample reason for anticipating that we soon will be in that desirable position. The 200 foot level will show us a lot and we can almost certainly count on sufficient ore to pay expenses of doing the work so that we can wait without much fear of loss for the completion of this work and reasonably hope that it will give us all we require."

The Chairman said it would be impossible to have the mill running for seven or eight months, and thought the shareholders would agree with him that it would be great folly to get a staff of men from home until the mill could be worked to its full capacity. Nothing sensational had happened in the development of the mine, except that one thin rich streak had shown itself, and then disappeared, and spread itself out over a considerable distance. (A large piece of the ore, from this vein, richly streaked, was here exhibited to the shareholders). Referring to the value of the ore in the mines, the Chairman said that the highest amount realized in the first 10 feet was seven pennyweights per ton, but in the next division between the one hundred and two hundred foot level, the value had ranged from the fraction of a pennyweight to as high as fourteen pennyweights per ton. One that realized below 2.6 per ton was not worked, and only paying ore was put through the mill. In conclusion, the Chairman said that from a careful study of the development of the mines, they had every hope to expect good results in the future, and if they stuck and pushed together, the shareholders would be amply rewarded. The directors hoped to have something good to report to the shareholders early in the following year, when they would start crushing again. (Applause).

There were no questions and the Chairman stated that out of the 27,000 shares, only 2,500 had not been taken up.

The meeting then terminated.

S. C. FARNHAM, BOYD & CO., LIMITED.

The report of the board of directors for presentation at the fifth annual general meeting to be held at the head office, 26 Broadway, Shanghai, on the 23rd inst., reads:—

Gentlemen.—The directors have pleasure in submitting to you their report, with statement of accounts made up to the 30th April last, which they trust will prove satisfactory to you.

The net profits, including the amount brought forward from last year, and after paying all charges and allowing for all known liabilities, amount to Tls. 852,524.24.

After allowing for an interim dividend of 5 per cent on 55,000 shares paid in January this year which absorbed Tls. 276,000, there remains for distribution the sum of Tls. 576,524.24. With this amount the directors propose to deal as follows:—

A final dividend of Tls. 8 share 441,600.00
Add to reserve fund 100,000.00
Amount to be carried down new account 34,924.24

Tls. 576,524.24

In accordance with § 68 of the memorandum and articles of association, one of the directors, Mr. S. Groundwater, retires, but, being eligible, offers himself for re-election.

The accounts have been audited by Messrs. Geo. L. Scott and J. D. Thorburn, who retire, but, being eligible, offer themselves for re-election.

PROFIT AND LOSS ACCOUNT.

1905. January 6th. Tls.
To 5 per cent. interim dividend 276,000.00

1905. April 30th. Tls. 576,524.24

Tls. 576,524.24

1904. May 1st. By balance carried forward 461,531.8
By transfer from working account 804,371.00

Tls. 1,265,872.8

Tls. 852,524.24

Tls. 1,265,872.8

TROUBLE ON THE "CLAVIER-ING"

DISCUSSED IN COURT.

This morning, before Mr. F. A. Hazeland, summonses were heard in which William Jenkins, second officer of the s.s. *Clavering*, charged David Barton, master, and Davis, chief officer, of that vessel for assault. Barton charged Turner, the third officer, with assaulting him, from duty while in the waters of this Colony, and W. Jenkins, for using threatening and abusive language toward him, whereby a breach of the peace might have been occasioned.

Mr. H. J. Gedge, of Messrs. Johnson, Stokes & Master, appeared for the captain and chief officer. The case of the master against the second officer was called first, and defendant pleaded not guilty. Captain Barton said the *Clavering* arrived on the 10th inst. Defendant was shipped to Hongkong in March last and had to remain until January, 1906. On Friday night the second officer went ashore, and returned on Saturday morning about eight o'clock in a drunken state and complained that the third officer was ashore passing a report about that defendant was heavily in debt. Defendant asked for an advance, which was promised two days previously, and complainant said he would give him the advance in the afternoon. Defendant then used very foul language and said he would give 24 hours' notice. Complainant ordered him to his room, but he refused to go, and said he was going ashore. Complainant was obliged to put defendant in his room, and the latter attempted to strike him, but was prevented by the chief engineer. He then left the room and tried to get ashore, and as the agents were coming up the gangway, he called out to them that the "drunken skipper was mad," and "had locked him up for nothing," and accused him of deliberately trying to pile up the ship on the rocks.

William Lee, chief engineer, and Davis, chief officer, corroborated.

Inspector Langley said he was in charge of the Water Police station on Saturday when defendant was brought in. He was very noisy, used bad language, and abused the complainant, but did not threaten him.

The case of the second officer *versus* the captain and chief officer was then taken.

Mr. Gedge pleaded not guilty on behalf of his client. W. Jenkins, second officer, said he went on board on Saturday morning, and everything seemed alright. The captain turned to him with a laugh and said "Do you see what the third officer has done?" He has given 24 hours' notice." Complainant said "and you can take mine too." The captain then put him in irons. He was not drunk, and he did not raise his hand to the captain. He did not go to the captain and ask for an advance of his wages. He asked him for the money which was due to him. The captain did not say that neither he or the third officer could leave before the agreement was up. The captain was using very abusive language.

Complainant here made remarks of a personal character to Mr. Gedge, and His Worship warned him that a continuance of such remarks would compel him to commit him to prison.

Asked whether complainant asked leave of the captain to go ashore, he said he had nothing to do with Mr. Gedge who was paid to back these two defendants against him.

His Worship again warned him. Continuing, witness said that when he was put in irons the captain offered to fight him, and he said if he had an axe he would show what he could do to him.

Frank Turner, third officer, said he knew nothing about either this case, or about the piling up of the ship.

Mr. Gedge, addressing His Worship, called attention to complainant's demeanour in the box and the manner in which he answered questions and said if he was in that excited state here it could be easily imagined what his demeanour would have been on board at the time. He asked that the captain and chief officer be discharged and the second officer be dismissed.

His Worship dismissed the summonses against the captain and chief officer, holding that they were justified in what they did. The second officer must pay a fine of \$15, or one month's imprisonment, and enter into a bond of \$100 to be of good behaviour for twelve months.

The case against the third officer was then taken, the defendant pleading guilty, and saying he thought he was going to be paid off and so he went ashore to the office. He added that he wanted to be paid off and had arrested the ship for his wages. He said if he was paid off he would withdraw the proceedings, and pay all expenses himself. "Nobody," he said, "can expect me to go back on board after this trouble; to send me back would be—Yes I it would be murder—and I'm afraid."

His Worship said that if the captain was willing to pay the man off he would adjourn the summons *sine die* to enable the parties to come to an agreement.

SUSPECTED MURDER.

WOMAN'S BODY FOUND IN HARBOUR.

22nd inst.

What appears to be a case of murder came to light yesterday, when the body of a Chinese woman, 20 years of age, was found floating in the harbour, off the New Dock near Shaukiwan. The body, which was devoid of all clothing, was removed to the mortuary, and there it was identified by a woman as that of her daughter Shek Kan, a sampan woman. When last seen at ten o'clock the previous night, the girl was wearing a pair of gold mounted bangles, hair-pins, earrings, and a silver key-girdle, but none of these things were on the body when found floating in the water, although none of them were of sufficient looseness to be washed off by the action of the water. There were, however, no marks of violence, on the body. Further investigations by the police, under Inspector Robertson, led to the discovery of the girl's boat on the beach near Shaukiwan than where the body was found, and in the boat were found the earrings the girl had been wearing when last seen. It appears that the mother owned a houseboat, and hired it out, and, in the day time, went out with her daughter playing for hire in the latter's small sampan, but at night the daughter was in the habit of going out alone to look for possible passengers. The presence of the earrings in the boat is a curious feature in the case, and raises the theory of murder and robbery, the earrings probably becoming detached in a struggle with the girl's assailant. The police are actively engaged investigating the case.

A GRUESOME collision occurred outside the Shanghai Club about noon on the 13th inst. A horse attached to a quartz two-wheel gig ran at good speed into the P. and O. Victoria, one of the shafts of which pierced its side and inflicted a nasty wound. There was a great effusion of blood, and the injured animal appeared to be in a bad way, having a very large wound just behind the shoulder, but it was able to walk away.—*N. C. D. News.*

THE COMING OF SANDOW.

11th inst.

In all probability Hongkong will shortly be having a visit from Sandow, the strong man, who is touring the East in the cause of physical culture. He was due at Penang on the 6th inst., and is booked to open at Singapore on the 10th inst. Mr. Sandow has with him a troupe of 20 pupils who assist him in his demonstrations.

These pupils are amateurs who have joined Mr. Sandow for a tour round the world to assist him in demonstrating his celebrated system of physical culture. In addition all appear nightly, in his great Graeco-Roman arena, Mr. Sandow has just finished a phenomenally successful tour of India, appearing at the various theatres during his tour. It has been found that the theatres, in the several parts of India are not spacious enough for holding the audiences that crush and jam around the doors nightly endeavouring to gain admission to see the World's Celebrated Strong Man; and to avoid this for the rest of his Eastern tour he has just had an enormous canvas theatre built.

The performance represents that of an ancient Graeco-Roman arena, the pupils during the performance assisting and playing their parts of ROMAN GLADIATORS IN OLIMPIC GAMES, and all kinds of athletic sports. This company is probably the largest and most expensive that has ever visited the Orient and the performance given is one that appeals to every one. A contemporary, in speaking of Mr. Sandow's performances in Calcutta, said at the time that the reception accorded to Mr. Sandow was absolutely unparalleled in the records of Calcutta, and we opine that it must have more than satisfied Sandow himself of the absorbing interest which his visit to India aroused. It may truly be said that no show that has ever come to the East has proved such a big draw or roused an audience to such a pitch of enthusiasm as that of Mr. Sandow in Calcutta. Sandow says that he believes himself to be a far stronger man today than he was some seven years ago. He is now 36. He says that a man's strength will go on increasing with careful treatment until he is 45, which is, as a rule, the limit of human development. Sandow's measurements at the present day are as follows:—

Weight 14 stone 6 lbs, height 5 ft. 9 in.; neck 18 inches; chest 48 inches; chest expanded 62 inches; thigh 26 inches; knee 14 inches; calf 8 inches; ankle 8 1/2 inches; upper arm 19 1/2 inches; forearm 17 inches; wrist 7 1/2 inches.

THE OVERHAULING OF THE "CILURNUM."

CANDID STATEMENT BY THE CRUISER'S OFFICERS.

Some information has already been given in these columns concerning the recent "holding up" of a British steamer by a Russian auxiliary cruiser while on the passage from Shanghai to Japan, and we are now able to add some interesting particulars from an interview which Captain Anderson of the British steamer *Cilurnum*, who, with his vessel, is now in Kobe, kindly had with a representative of this journal. It appears that the *Cilurnum* chartered by the Mitsui Bussan Kaisha, left Shanghai on Friday, 2d June, with a mixed cargo, largely consisting of cotton, for Kobe. She sailed at midnight and about fifteen hours afterwards, or, to be precise, at 3:30 p.m. on the 3d, she sighted a warship to the northward. Later on it was ascertained to be the auxiliary steamer *Rion* (formerly the *Smolensk*) flying the Russian flag. The Russian boat signalled the *Cilurnum* to stop immediately, which order was at once obeyed. Soon after four o'clock a boat with two Russian officers went on board and demanded to see the ship's papers, which they took away with them, leaving instructions that the ship was not to move. At half-past five, two boats filled with men came alongside. The men scrambled on deck and, without saying a word, commenced opening up the hatches and jettisoning the cargo. On Captain Anderson testing, he was told by the Russian officer in charge that they "were like pirates and could do as they liked;" they would examine the cargo and intended to throw all the cotton overboard. He spoke excellent English, so that no mistake could possibly have been made in what he said. If Captain Anderson placed any obstacles in his way, the Russian officer continued, his vessel would be sunk as others had been. The Russians proceeded to do exactly what they liked and ordered the derisks to be placed in position so that there might be as little delay as possible in the work of destruction. They threw beans, antimony, and cotton overboard in large quantities; the exact number of packages could not be ascertained as an attempt to keep a tally made by the Britisher proved unavailing and the Russian tally is suspected of being considerably below the mark. From six o'clock till midnight the *Cilurnum* was ordered to follow the cruise, which was then steering a S.S.E. course. At midnight there came an order from the *Rion* that all her hands were to return on board, and subsequently Captain Anderson was informed that as less than half his cargo was considered contraband, his vessel would be allowed to proceed. At this time the decks were littered with cargo brought from the hold and the Captain requested the Russian officer to allow his men to replace it, but this was refused under the plea that they were in a hurry. Possibly, the Captain thinks, one reason for this hurry was the news which he had been able to give them concerning the Japanese victory in the Sea of Japan. He gave them Shanghai papers dated from 28th May to 2d June in confirmation of his statements but although the Russians evidently thought there was something in the news, they affected not to believe it. The *Cilurnum* was formally released at 1:45 a.m. on the 4th (Sunday) and proceeded on her voyage to Moji, encountering foggy weather all the way. On arrival at the last-mentioned port the Captain submitted a statement as to all the facts to the British Consul.—*Kobe Herald.*

FRUIT CANNING IN CHINA.

There is to be an opening for modern canning factory machinery and appliances in China before long, says the United States Consul at Hangchau. It may almost be said that there is an opening at the present time. The new industrial school, being established in Hangchau, by the gentry of this province includes in its curriculum training in the canning of fruits and vegetables on a large scale.

There are reasons why factories of the sort are likely to succeed. While there are not many fruits in China that can be canned to advantage, there are one or two varieties which can be put up for some classes of trade for far less money here than in other countries. The fruit is cheap, and labour can be had at rates impossible anywhere else than in Asia.

In South China and the Straits Settlements there are several canning factories which have proved a great success. They have a brand of pineapples on the market in this part of the world which is fair in quality, cheap in price, and yet not cut at a very good profit. In this part of China it is probable that some vegetables could be handled by canning with good returns.

ALLEGED EMBUZZLEMENT.

BY MAGISTRACY SHROFF.

12th inst.

The case in which Chan Shan, shroff at the Magistracy, was charged with the embezzlement of the sum of \$500 and \$515 paid to him on the 17th March and 10th May last, respectively, and with falsifying a certain book, the property of Government, was again called on before Mr. F. A. Hazeland this afternoon.

On the case being called, Mr. J. Hanson, Chief Inspector of Detectives, applied on behalf of the Crown Solicitor for one week's remand. This was granted, bail being allowed as before.

THE OPIUM TRAFFIC.

ADVICE TO THE AUSTRALIAN COMMONWEALTH.

BY THE CHINESE CITIZENS.

"A CURSE TO WHITE AND YELLOWS."

STOP IN THE IMPORTATION.

A large and representative meeting of the leading Chinese merchants and citizens of the State was recently held at Sydney at the rooms of the Chinese Empire Reform League for the purpose of taking the necessary steps to urge upon the Commonwealth Government the desirability of prohibiting the importation of opium into the Commonwealth, and seeking legislation rendering it unlawful for anyone to smoke opium or permit or abet such smoking. Mr. Yee Hing (Messrs. On Chong and Co., who control one-third of the opium trade in this State) occupied the chair, and there were many others present who were more or less interested in the opium traffic.

The Rev. Young Wai required an assurance from those merchants present who were engaged in the opium trade that they were agreeable to abide by the request to prohibit the traffic in opium, as he recognised that to some firms this meant an enormous sacrifice. All present gave the required assurance.

Mr. Yee Hing gave a detailed statement of the movement, which was initiated in Melbourne. It was proposed to ask the Chinese to Melbourn to distribute petitions for signature throughout the Commonwealth, and as soon as the Federal Parliament met to wait upon the Government and request that the necessary legislation be enacted without delay. Of every 200 cases of opium imported to New South Wales his firm took 80, but notwithstanding this they were of opinion that if the traffic was stopped it would be better for the Chinese generally, to say nothing of the good that would accrue to the European population. They all recognised that the prohibition of the vice must mean an enormous sacrifice.

Mr. Yee Hing gave a detailed statement of the movement, which was initiated in Melbourne. It was proposed to ask the Chinese to Melbourn to distribute petitions for signature throughout the Commonwealth, and as soon as the Federal Parliament met to wait upon the Government and request that the necessary legislation be enacted without delay.

Early in 1903, when developments in Koman Hill were upsetting the theory of "no gold below 200 ft.", there was a revival of the proposal that the Government should join hands with this company in sinking a deep shaft, which would determine whether or not the gold-bearing lodes of Pahang were to be counted on in depth; and inasmuch as Koman Hill could not be availed of for such a test, being ill-adapted as to situation, capacity and equipment, a new site had to be chosen.

Everything pointed to the east side of Koman Hill—plenty of space for headgear, good ground for sinking in, dumping room for waste rock, facility for automatic delivery of ore to battery, proximity to a new lode on the one side and easy access to the old one on the other side by crosscuts which would disclose further lodes if existent.

Long before there was any assurance that negotiations with the Government would result favourably, we had decided that the demands of the mine would in any event compel the sinking of a new main shaft sooner or later, though the depth to which it would be immediately taken might be much less than the 1,500 ft. proposed for the Government-aided shaft.

Before the shaft was driven in all 353 ft. westward into Koman Hill, and intersected some further lodes.

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Everything pointed to the east side of Koman Hill—plenty of space for head

CRIMINAL SESSIONS.

DEMANDING MONEY WITH MENACES.

19th inst.
The Criminal Sessions opened this morning, before the Chief Justice, Mr. F. T. Piggott, with the case in which Lai Po and Ng Ngau were charged with demanding money by menaces, on the 8th March, at Shauhekwan, Tai O district, Lantau Island.

The Attorney-General (the Hon. Sir H. S. Berkeley), instructed by Mr. Morell, of the Crown Solicitor's office, prosecuted, and the prisoners were undefended.

The following jury was empanelled: Messrs. Johnstone (foreman), William Anderson, Ezekiel Isaac Paul Karl Knyvet, Friedrich Nicolai, Joseph Hooper, and Bruno Engel.

The facts of the case were, briefly, that on the day in question the two prisoners, with a third man who has not been found went to the house of one Wong Kui and demanded of him the sum of \$10 in cash with which to get over to Hongkong, threatening Wong that if the money was not paid they would inform the brethren of the "Irid Society," some of whom would come with them and thrash Wong. Finally after much talk, Wong handed over all his money, viz., \$4.90; the men made off. Wong subsequently reported the matter to the police, and the two prisoners were arrested. Evidence was given, and the jury after consulting together for ten minutes returned a verdict of guilty, by a majority of four to three.

His Lordship could not accept this, and advised them to retire and reconsider their decision.

After half an hour's retirement they returned into Court, and returned the same verdict, this time by a majority of six to one.

The Attorney-General then asked His Lordship to defer sentence as there was another charge against the second prisoner to be tried in the next case in the list, and the first prisoner would be requested in evidence.

Sentence was deferred accordingly.

GANG ROBBERY.

When the Jury in the last case retired to re-consider their verdict the Attorney-General asked His Lordship to take up case No. 3 on the list. Yeung Yu, Tsang Tak, Lam Yung and Leung Sal were accordingly placed in the dock to answer to the charge of gang robbery.

The following jurymen were empanelled: Messrs. Alexander Moir (foreman), W. Faulkner Basford, Norman H. Rutherford, Louis Marin Alvarez, Emil Adolf Schreider, W. C. Drew, Alberto Edurado de Salvadado Alves.

In this case the men went to the house of a Mrs. Barros, a Portuguese lady, living at No. 20, Water Street, West Point, and pretended they had been sent by the Government to make a skylight in the kitchen. They were allowed to come, and began to move the furniture, as if to get at the ceiling, when suddenly two of them seized the arms of Mrs. Barros and forcibly removed a gold-mounted bangle and some finger rings, a third seizing Mrs. Barros's little adopted daughter and removing her bangles also. The small son of the lady, seeing the trouble, slipped out and called the police. The little girl identified the men.

The evidence was conclusive and the jury returned a verdict of "Guilty." His Lordship sentencing each of the prisoners to one year's hard labour.

The Court then adjourned until to-morrow morning.

GANG ROBBERY.

20th inst.
Ho Man and Ng Ngau were placed in the dock to undergo their trial before the Chief Justice (Mr. F. T. Piggott) on the charge of committing a gang robbery at Shauhekwan, on the 12th of March last in the house of Wong Kui, a cattle dealer.

The Attorney-General (Sir H. S. Berkeley), instructed by Mr. G. Morell of the Crown Solicitor's office, prosecuted, and the prisoners were undefended.

The following jury was empanelled:—Messrs. Kochler (foreman), W. Eric Craig, Guy Blood, John Arnold, Isaac S. Perry, S. A. Seth, and Frederick Rohrs. The Attorney-General said the facts of the case were, in brief, that Wong Kui was asleep in his house on the night of the 12th of March last, when suddenly the door was broken, and complainant saw two men come in, and others standing outside. Wong Kui jumped up and seized a spear to defend himself, when one of the prisoners stabbed him in the thigh. The robbers then searched the house and stole \$10 in money, a pair of shoes, and a pair of trousers and then made off. The only difficulty in this case was the lack of direct testimony against prisoners, the complainant being unable to identify them, but he could say that the second prisoner went to the house in the same clothes with others and with menaces obtained money from him. The prisoner then said he was dissatisfied with the amount of money he then obtained and said he would return with others. The men moreover were all masked.

Wong Kui corroborated this statement, and added that the men pressed him down by the door outside the house, and one of the robbers stood guard over him. The others went in and searched the house. He saw five men altogether. Before the robbers went in he had \$80, and that was taken away from him that night. The money was placed in the box upstairs. After the robbers left he found the box broken and the money gone. They also took a pair of shoes and a pair of trousers. On the 13th March he was sent to the Government Civil Hospital and detained there for treatment till the 9th April. He knew the second prisoner. He saw him at his house when he came with menaces, four days before, with three men, and demanded more than were offered.

To the Court: The men were all the height of the man in the white jacket (first prisoner).

Sergeant Mackenzie, in charge of the Tai O station, testified that from information he received he went to the house of the prosecutor and found the man lying on his bed, bleeding from three wounds in the thigh, and had him sent to hospital. He found the spear 200 or 300 yards away from the house.

Dr. E. A. R. Laing testified to the man being received into the hospital for treatment, suffering from three wounds in the thigh. The spear produced would be a likely weapon to cause those wounds. The marks on Wong Kui's thigh were the result of those wounds.

Evidence of the arrest was then given; Chinese constable No. 66 stating that when he arrested the prisoner Ng Ngau, the latter said "the old man Wong Kui stabbed me first," and showed a patch in his clothes where he had mended the rent made at the time.

His Lordship said that statement was inadmissible, unless the constable warned the prisoner before allowing him to say anything.

The constable said he did not warn him.

The first prisoner said the trouble arose out of an alleged theft by Wong Kui from the second prisoner, and the latter wanted to go to Wong's to get some money to make up for the theft, and asked the first prisoner to go with him. He did not want to go at first, but afterwards he went, and when he got to the house he saw Wong Kui chasing two other men out of the house with the spear. The old man then stabbed him, the first prisoner, and another man snatched away the spear and stabbed

Wong with it. The man who did the stabbing was one Cheung Kai. The first prisoner then went away with the second, and when they got to Tai O the first prisoner thrashed the second for assaulting the old man. The second prisoner then said that he would give evidence against the first prisoner and say that he stabbed Wong Kui, and then they fought again.

The second prisoner said the police arrested and beat him. He did not acknowledge anything to the police. He only called out "Save life!"

Wong Kui stole goods valued at \$5 or \$7 from him, and afterwards gave him \$200 to make up, but that was not enough, and so he went with the first prisoner to get \$2 or \$3 more from him, and Wong seized the spear and there was some stabbing, and he fought with the first prisoner because of it. He was not a robber. "But if your Lordship says I am to be hanged, I shall be hanged, or if I am to be decapitated I shall be decapitated; or if I am to go to gaol, then I shall go to gaol—I cannot help it.—That is all I have to say."

His Lordship then briefly summoned up.

The Jury, after a very brief deliberation, returned an unanimous verdict of "guilty" against both prisoners.

The Attorney-General then mentioned to His Lordship that the second prisoner had been found guilty of a similar charge yesterday, sentence being deferred.

The second prisoner was then sentenced to three years' hard labour, the other being sentenced to two years' hard labour.

GANG ROBBERY.

Deferred judgment in the case against Lai Po and Ng Ngau was then determined, the prisoners being sentenced to six months' hard labour each.

EMBEZZLEMENT.

Tang Fuk, ex-crown's clerk and third clerk at the Magistracy, was then placed on trial charged with the embezzlement of the sum of \$50 on the 4th of April last.

Sir Henry Berkeley, Attorney-General, instructed by Mr. Morell, of the Crown Solicitor's office, prosecuted.

Mr. G. N. Ferrers, instructed by Mr. H. W. Looker, of Messrs. Deacon Looker and Deacon, defended.

Prisoner pleaded not guilty, and the following jury was empanelled: Messrs. Nicolai (foreman), A. Moir, Schrader, P. K. Kayett, W. F. Basford, A. Alves, and Hooper.

The facts of this case have been fully recorded in these columns, and are very briefly as follows: Tang Fuk, a clerk at the Magistracy, received \$50 on a fine which had been inflicted on a prisoner, and instead of paying it over to the properly accredited person to receive the same is alleged to have put it in his own pocket and used it himself. On the 4th of April a defendant was fined \$50 by one of the Magistrates, and a friend went to get the money, returning at 3:30 p.m. with the money, and as the shroff had then gone the prisoner received the money, giving the usual receipt for the same, and making the usual endorsements, but nothing was known of this money until the 16th of May when the auditor discovered that it was missing.

Mr. T. A. Hammer, chief clerk at the Magistracy, was called and produced the counterfoil receipt books, and the depositions in the case in connection with which the \$50 fine was paid, on all of which was the prisoner's signature.

Prisoner was found not guilty, and was discharged.

A CHINESE DEBTOR.

20th inst.

In the Hongkong Summary Jurisdiction Court to-day, before His Honour Mr. Justice Wise, an action at the instance of Tze Tan Shung Tong alias Tze Pung against Chan Shing Yu was called.

Mr. R. A. Harding appeared for the plaintiff; the defendant was not present nor was he represented.

The plaintiff claimed \$1,000, being part of a loan of \$1,548 which had been made to the defendant on 8th March, 1905. When asked to re-pay the loan the defendant had promised to do so, but had failed to keep that promise with the result that this action was taken. The plaintiff waived \$548 of the total amount due bringing the claim down to \$1,000.

Judgment for plaintiff with costs.

It was stated that there were other actions for debt against the defendant.

A FIREMAN'S CLAIM.

BEFORE THE COURT.

23rd inst.

For some days past the Chief Justice has been engaged at the Supreme Court in hearing evidence in a case in which the main issue is whether either the plaintiff or the defendant, and if so, which, is entitled to a specific sum of \$2,000. The parties in the action are Lam Tung, who was at one time head fireman on board of the steamer Kin Shan, and the Nam Loong firm of merchants with premises at Saigon. It seems that last year an extradition case was heard in the Police Court in which an order was made for the return of a Chinaman, named Chow Kwong to Saigon to answer a charge of burglary at the defendants' shop there. The police found \$2,000 in the man's possession and retained the money, and Lam Tung now claims that he is entitled to it, and in support of his contention argues that he had the money on him but owing to his having to be on the deck of his steamer during a typhoon and not wishing to lose it he handed it to Chow Kwong for safe keeping. Subsequently this man was arrested on a charge of burglary and the money being found in his possession was now claimed by the defendants as part of the proceeds of the robbery. These are the main facts upon which the arguments before Mr. F. T. Piggott have been based the plaintiffs version being played before the Court by Mr. H. E. Pollock, K.C., (instructed by Mr. C. F. Dixon of Mr. Hastings' office), and the defence being entrusted to Mr. H. N. Ferrers, who is briefed by Mr. J. Hayes (of Messrs. Johnson, Stokes and Master).

The evidence concluded, Mr. H. N. Ferrers urged that a commission be appointed to proceed to Saigon to take the evidence of a number of persons to prove the position and standing of the plaintiff's business.

His Lordship said he could not see his way to accede to this.

Mr. Ferrers then addressed the Court at great length to show that Chow Kwong's ignorance of Saigon went to prove that he never could have lived there for fourteen years, as was stated. He knew nothing about the principal features of the city and entirely ignorant of its topography.

The argument continues.

A SUPPER PARTY.

PESTERED BY POLICE.

23rd inst.

The proprietress of a boarding establishment in Pottinger Street, was charged before Mr. F. A. Hasland this morning, with creating a disturbance at her residence.

Mr. M. J. D. Stephens appeared for the defence.

Police Sergeant Evans said that on the 19th inst. at about ten minutes past twelve in the morning he was returning from duty and heard a disturbance at the defendant's house. He knocked at the door and cautioned the inmates, but this appeared to have no effect. To Mr. Stephens: The inmates were shouting in such a manner that he could hear the voice in Hollywood Road. He did not tell her to "shut up her box" nor did he treat her in an offend manner.

THE GUARDIAN ANGEL

of the debtor, was instructed to present the bankruptcy petition. It has frequently happened in this Colony that the same solicitor acts for the petitioning creditor as well as for the debtor. I submit that this is a most undesirable practice and one that frequently leads to collusion between the petitioning creditors and the debtors. On the evidence it is quite clear that Lai Wing Cho and Chow Tak were acting in collusion and were not endeavouring to assist the creditors or the Official Receiver. On the 12th Chow Tak suggested the composition of thirty per cent. My clients' comparadores were justly indignant that this offer should have been made to them when they believed the debtor to be perfectly solvent, and there was not the slightest shadow of a suggestion as to why this firm has failed or what they have done with their assets. On a cursory examination the books appear to show there is a stock-in-trade amounting to \$100,000, but the manager says the stock is worth only \$50,000. My clients wish to know what has happened to this other \$50,000 of stock-in-trade, consisting of metal. There are book debts amounting to \$78,000, but the managing partner says he expects them to realise only \$30,000. Therefore, my Lord, on the affidavits there are some \$50,000 of stock and \$40,000 bad debts absolutely unaccounted for. The position is that up to the 12th June the debtor hoped to make some arrangement, and on the 14th June the petition, signed by a large majority of the creditors, representing a large sum of debts, was filed.

A HANDY CLIENT.

The debtor was not in his own shop, but was living in a room above his solicitor's office.

My Lord, I submit that this is a rather peculiar circumstance. This man, who has been carrying on business in Hongkong for some years, suddenly suspended payment, and—

His Lordship (interposing).—The only ground

stated in the application for a warrant was that a partner had absconded, and it was believed this man would do the same.

Mr. Bowley.—No, my Lord. If you will pardon me, that is not so. The grounds in the application for a warrant, besides setting out the surrounding circumstances, also stated that the comparadores believed the two debtors were about to abscond. The application was for the arrest of the two debtors. It was said that they were in hiding and were preparing to abscond.

When a merchant gets into difficulties you would expect to find him in his counting-house unless he is seeking, by dishonest means, to evade his creditors. The principal creditors are to the shop on the 8th—after they had been to the godowns—and asked for the books, but could not ascertain where they were. There were no books there, and it appears that, in the meantime Chow Tak, acting with what authority, I cannot say, had been to the shop and ordered the assistants to remove the books. I submit that was a most extraordinary proceeding.

The principal of the firm does not know on the evening of the 8th June where his books are! The interpreter, who is supposed to be acting for the petitioning creditor, goes to the shop and orders assistants to remove books. They are taken to the offices of the petitioning creditor and are subsequently handed over to the Official Receiver. Two very important books were not handed over. Then we have the fact of the managing partner vanishing. I submit that this man should not be released, and that if he is he should be ordered to give substantial security for his appearance in the bankruptcy proceedings. In previous proceedings it has been the custom of the Court when a debtor has been arrested not to allow his release until he has given substantial security for his appearance. If this is not done there is nothing to prevent this man from vanishing the moment he is released, and the probabilities are that the moment he leaves this Colony it will be absolutely impossible to get him back again.

AFFIDAVITS BY COMPARADORES.

as there was nothing on them to show that the comparadores had the authority of the firm they represented. It was a most serious matter to arrest a person on a warrant issued merely on the statement of a comparador.

Mr. Bowley, in opposing the application, said that the affidavits, made with the full cognizance of the principals, showed that the Ching Hop was an old-established firm of metal dealers which had, for a number of years, been doing extensive business in Hongkong and had obtained very considerable credit from all the principal German firms and from a number of English firms in the Colony. They had also obtained large credits from Chinese banks in Hongkong, and now admitted total liabilities, at the present time, of \$160,000. On the 8th June the Ching Hop firm, without any ostensible reason—there was no reason given whatever why they should have failed—but on the 8th June they suspended payment. He submitted that that was extremely suspicious, and stated that in his opinion the firm was about to abscond.

After the reading of one of the affidavits the Chief Justice remarked that the underlying impression seemed to be that those making the declaration carefully refrained from acknowledging the responsibility for their comparadores' application. He could not have

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Station. A new crew will be sent from England to relieve her present ship's company.

The 92 gun, several of which were recently sent out to our coasting stations in the Far East, is a very fine weapon of long range and ballistic energy, says a home journal. It weighs 25 tons unmounted, and throws a projectile of 380 lbs. weight. This combined shot and shell is propelled to its destination by a charge of 63 lbs. of cordite which gives it a muzzle energy of 2,47 feet per second and an effective range of eight miles. At 3,000 yards the "nine point two" perforates 18 inches of wrought iron. Half a dozen men can it work it.

SHIPPING JETSAM.

THE R. I. M. D. PERRIN.

2nd inst.
The following revised programme of movements of the Royal Indian Marine Steamer *Dufferin* were recently published: Leaves Bombay 14th June; arrives Hongkong 7th June; leaves Hongkong 28th June, arrives Taku 4th July with 41st Divisions and details for North China, leaves Taku 7th July, arrives Hongkong 13th July, leaves Hongkong 15th July, arrives Karachi 31st July with 30th Punjabis and details, leaves Karachi 2nd August, and arrives Bombay 4th August empty of details.

The *Mahatma* remarks that, owing to the great efforts made by the authorities, the Japanese dock-yard and ironworks have made wonderful progress since the outset of hostilities. In addition to the Dockyards at Kure and Yokosuka, there are now two or three others in which it would be possible for even battleships of over 10,000 tons to be constructed, while the ironworks are now in a position to supply all the necessary material. At the present time one battleship and two 1st-class cruisers are being constructed at Kure, one battleship, and one 1st-class cruiser at Yokosuka, while the building of another 1st-class cruiser is now being arranged for.

21st inst.
As the Volunteer steamer *Irliss* sunk in shallow water after receiving only three shells, it is hoped that she will be refloated.

The story that the *Teunmud* reached Vladivostok Bay, 140 miles north of Vladivostok and blew herself up there with only ten tons of coal on board, is plausible.

The *Kwinnan Maru* (1,207 tons) and the *Katsuwari Maru*, (1,770 tons) standard off Port Hamilton in a thick fog on the 2nd inst. The latter has been refloated uninjured.

The statement that the British steamer *Old Hawk* has been recaptured by the Japanese is now contradicted, and it is feared that she was sunk by the Russians, as originally reported.

The O. S. K. B. *Senshi Maru*, 1,623 tons, stranded off Shioha, Korea on the 6th. Passengers, crew, and cargo were saved. The steamer was afterwards refloated and continued her voyage.

An attempt was made by ten of the *Ore's* crew to blow up her port magazine while the Japanese crew was taking her to Macau. It was discovered at the critical moment, and eight of the Russians were shot on the spot.

The Russian cruisers *Admiral Nakhimov* and *Vladimir Monomach* were found on the 28th ult. adrift near Tsushima. The *Sado Maru* towed them separately towards Tsushima, but they both sank in shallow water, and it is believed that they may be refloated.

BREATHLESS COLLIDERS.

A Tokio wire of 16th inst., in the *N.C. D. News* says:—Information has been received here that the Russian transports *Royal Castle*, 2,622 tons net, *Dunlop's Castle*, 2,636 tons, and *McPherson*, 2,691 tons, which were purchased by the Russian Consul at Kiel and sent round the Cape early in April with coal and provisions, arrived at Cape St. James (Indo-China) on the 10th inst. The *McPherson* had been damaged by stranding at the entrance to Mozambique, but continued her voyage after temporary repairs had been effected.

A UNIQUE PRESENTATION.

A very interesting and purely Chinese ceremony took place on the afternoon of the 14th inst., on the Hamburg-American Line ship, *Loongmoon*. Amidst much firing of bombs and crackers, four of the chief members of the Shipping Guild here, namely, Kwong Tuck-tai, Yin Ho-kung, Kwong Sin-zing, and Yin Kei-hong, visited Captain Kalkofen, and after commending the very successful way he had completed many voyages to Canton they presented him with a very beautiful silk flag, bidding him to hoist them by flying it on special occasions. The flag is triangular in shape, measures six yards in length and has woven on it in Chinese all Captain Kalofen's various virtues and great popularity, both with the foreign and Chinese residents of Shanghai. Captain Kalkofen has now been two years in command of the *Loongmoon*, and by his quick and successful passages between Shanghai and Canton, he has rapidly brought his vessel to be the favourite one for the Chinese merchants to travel in and ship by, as is shown by the unique presentation given him.—N. C. D. News.

23rd inst.

Sergeant Pitt charged the master of the steam launch *Kuui Sung* with maintaining no light on board between sunset and sunrise in the waters of the Colony on the 21st inst. He was fined \$15.

THE "INDRAD" O'S CHI W.

Remanded from yesterday the case in which eleven Malays and one Chi Nanpan, members of the crew of the *Indrad*, were charged with refusing duty on board that vessel in the waters of the Colony, was resumed before Mr. G. N. Orme this morning. The men remained obdurate on board, and were sent to one month's hard labour each.

Captain Jackson, of the s.s. *Laurier*, which arrived last evening from Saigon, with a cargo of rice for Hongkong, reports that when leaving Saigon there were about 20 colliers and two volunteer fleet vessels there. When he arrived at Cape St. James he saw a converted cruiser, with three funnels and two masts. It was believed to be the *Kanban*.

CAPIURED STEAMERS IN JAPANESE GOVERNMENT SERVICE.

Of the merchant steamers which have been captured by the Japanese Navy since the commencement of the war, and adjudged lawful prizes by the Prize Courts, ten have been placed in the Japanese Government service. The new and old names of these vessels are as follows:

Karasaki-maru ... Elvatecinoslav
Saitbu-maru ... Rossiia
Rashbu-maru ... Argun
Kwantsu-maru ... Manjuria
Manshi-maru ... Manchuria
Chosan-maru ... Fuping
Rotetsu-maru ... Georgi
Shibeki-maru ... Severus
Anagawa-maru ... Angara
Satato-maru ... Katan

THE VICTORIA RECREATION CLUB.

REPORTS OF THE SUB-COMMITTEES.

The annual general meeting of members of the Victoria Recreation Club will be held in St. Andrew's Hall, City Hall, on the 29th inst., at 5 p.m. The reports of the sub-committee have been issued, and from them we gather the following information:

BOAT-HOUSE SUB-COMMITTEE.

The sub-committee are glad to record that considerable interest was taken in rowing during the last season, and good entries were accordingly received both for the regular races at the Annual Regatta and the scratch events. One notable feature was the marked improvement in form displayed by several rowing members and it is hoped this, together with the keenness, will be maintained.

The various boats and cans have been overhauled from time to time during the period under review and are now in good working condition. The new combined pair-oar and double-sculling boat *Lily* has proved herself a very satisfactory little craft and a useful augmentation to the Club fleet. A new light "four" has been ordered from Clapier, London; and as the Hongkong Boat Club and Canton Rowing Club are both being supplied with similar boats by the same builder, future inter-club racing will be put on a more interesting footing.

The cordial thanks of the club are due to Mrs. Barnes-Lawrence for kindly presenting the prizes at the Annual Regatta.

BATH-HOUSE SUB-COMMITTEE.

In the Marine Court to-day—before the hon. Captain L. A. W. Barnes-Lawrence, R.N.—an inquiry was conducted into the circumstances attending the collision of the British steamer *Shun Lee*—Mr. John J. Ewing, master—and the steam launch *Hung On*—Kwok Tai, master—on the morning of the 13th inst.

According to the evidence given by Captain Ewing the *Shun Lee* entered the western end of the sunken fairway at 3:15 a.m., and when approaching the wharf of the French Canton steamer he saw a green light about two points on the port bow. He gave one short blast and pointed the helm; the launch answered with two blasts and the *Shun Lee* replied with one. They were about 50 yards apart at this time and to avoid danger the *Shun Lee* reversed the engines when it was seen that the launch was taking no steps to keep clear. It was too late to avoid a collision then, however, and the *Shun Lee* struck the launch on the starboard side towards the wheel house. The vessel's engines had been reversed for some two minutes so that they had really no way on.

Kwok Tai, the master of the *Hung On*, said that when he blew two short blasts he meant that he was porting his helm, and he believed the *Shun Lee* was doing the same. When he saw the red light he stopped the engines and went astern, but a collision could not be avoided.

A seaman on the *Hung On* said the helm was starboard and not ported. He generally corroborated Captain Ewing's story.

The Court held that Kwok Tai was to blame for putting the helm the wrong way and attempting to pass the *Shun Lee* instead of stern. The licence of Kwok Tai would be suspended for three months.

COLLISION IN HONGKONG.

CARELESS MASTER'S CERTIFICATE SUSPENDED.

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THE "JORDAN HILL" AGAIN.

21st inst.
Frank Horn, a seaman on board the *Jordan Hill*, was charged with refusing to obey the orders of Captain Kenealy on board the vessel on the 20th inst.

The master of the *Jordan Hill*, said the defendant was an able seaman on board the ship, and had signed on in November last for three years. Yesterday morning he asked witness to pay him off, but this witness declined to do so. The man then said if he would not do that he could send for the police. He refused to work any longer.

Defendant said the chief officer of the ship said they would "fix" him if he returned on board, so he refused to go.

His Worship: You must either go on board, or I must punish you.

Defendant: I will not go on board. The Captain promised to discipline me.

His Worship: You will go to gaol for three weeks' hard labour.

REFUSING DUTY.

A SENSELESS CREW.

22nd inst.
Captain Easterbrook, of the s.s. *Indradevi*, charged ten Malay and one Chinese members of the crew with refusing duty on the 21st inst.

The facts of the case, as related by the captain, were that at 8 a.m. yesterday the defendant refused to work, and asked to be paid off. An hour after they were again asked if they would turn to, but they still refused, and the captain then hoisted the police flag and gave them to charge.

The men stated that they did not want to work on the ship.

His Worship said that if they refused to go back to work they would have to go to gaol for three weeks. They replied they were ready to go to gaol in preference to returning to the ship. They had no particular complaint to make against the ship, but they wanted to get out of her.

His Worship said if they went to gaol they would not be allowed to remain in Hongkong when they came out, but would be shipped off at once. They said they would go to Singapore immediately they came out of gaol.

His Worship remanded the case till tomorrow, in order to consult the Harbour Master regarding it.

PROPERTY SALES.

19th inst.
At the offices of the Public Works Department this afternoon the letting by public auction was put up for sale of a lot of Crown land near Magpie Gap for a term of 75 years. This lot is registered as Garden Lot No. 24, containing 7,800 square feet, and carries with it an annual Crown rent of \$18. The upset price was \$300.

There was no competition, and the lot was knocked down to Mr. Duncan Clark, whose property it adjoins for \$40. Mr. Clark intends to use the lot for a lawn tennis court.

This afternoon Messrs. Hughes and Hough, under instructions from the Trustees in Bankruptcy, put up for sale by public auction the leasehold property known as Nos. 1 and 2, Pak Tsui Lane, registered in the Land Office as the remaining portion of Section "C" of Island Lot No. 62, held for a term of 999 years from the 7th day of February, 1851. The annual proportion of Crown Rent is \$17.81; the area 5,150 square feet or thereabouts, and the property is let for \$30 a month.

Mr. John Hastings was vendor's solicitor. Bidding was very slow, and the lot was eventually knocked down for \$6,100 to Mr. R. Michael.

ALICANTE"—"ALBENGA" COLLISION.

The captain of the Spanish steamer *Alcante* has been found to blame for the collision between that vessel and the *Albenga* a few days ago, the findings of the board being approved by Collector of Customs Shuster. The accident happened at the Spanish mail steamer was coming inside the breakwater and the German steamer *Albenga* was anchored near the entrance to the inner harbour, inside the bow of the *Alcante* struck the starboard bow of the *Albenga* and tore a hole through her name and demolished the awning frames and rail. The only damage sustained by the *Alcante* was the destruction of her figurehead and some of her forward rigging. The findings of the marine board put the blame upon the captain of the *Alcante*, as he was on the bridge of the steamer at the time of the accident and as the *Albenga*, could not be avoided in the collision, as was anchored.

island, to our great surprise a strong Japanese squadron came in sight. Admiral Togo's flagship was in the van, the *Nisshin*, flying the flag of Admiral Matsu, bringing up the rear. The Japanese proved too strong to be fought, and in the afternoon the *Albenga* was anchored near the Chinese who had no confidence in European methods; whose lives were liable to many diseases and accidents and who had practically no doctors of their own and in regard to whom most members of Council must have heard gruesome tales of suffering from ordinary hurts, which any dresser from a hospital would have been able to cure at once but which often led to great torture and a lingering death. They trusted that the School would bring forward a number of doctors, especially Chinese, who would be just as capable of learning and subsequently of treating their people as European doctors.

1900's CONVICTION.

The sub-committee are glad to record that considerable interest was taken in rowing during the last season and good entries were accordingly received both for the regular races at the Annual Regatta and the scratch events. One notable feature was the marked improvement in form displayed by several rowing members and it is hoped this, together with the keenness, will be maintained.

BOAT-HOUSE SUB-COMMITTEE.

The sub-committee are glad to record that the offer to surrender without hesitation, and invited Admiral Nebogatoff to his ship, the *Mizra*. He was shown to the cabin of the Japanese Commander-in-Chief, and there the ceremony of surrender was gone through. Upon the conclusion, Admiral Nebogatoff opened a general conversation and remarked: "I am astonished by the excellence of your plan of operations and tactics, and cannot help admiring your professional ability." How did you come to conclude that we were going to pass through Tsushima Straits?" Admiral Togo smiled and replied: "You circulated different reports, hinting that you were coming by way of Soya or Tsugaru Straits, but I had a firm conviction that you were resolved to force a passage through Tsushima Straits. The present is the foggy season at Soya or Taugam, and no one who has the least knowledge of the navigation would be so imprudent as to attempt to pass with any large fleet through such dangerous waters. I was convinced that you were circulating these reports with a view to deceiving me."

Admiral Nebogatoff seemed surprised at the reply of Togo, and then spoke of the destructive power of the Japanese shells, and no one who has the least knowledge of the battleship *Nicola II*, was perforated by every shot sent by the Japanese 12-inch guns. Nebogatoff admitted that he had not the slightest idea that the fire would be so powerful. Admiral Togo smiled again, and merely replied: "Is that so?" The conversation then ended.

WORK OF THE TORPEDO-BOATS IN THE NAVAL BATTLE.

An interesting account of the operations of the first torpedo-boat flotilla in the Japan Sea naval battle is published in vernacular contemporaries. It is given by a Japanese officer who was present in the battle, and is to the following effect:

The first torpedo-boat flotilla, under the command of Lieut.-Commander Fukuda, consists of four boats—"No. 67" (Lieutenant Nakamura); "No. 68" (Lieutenant Teraoka); "No. 69" (flagship); and "No. 70" (Lieutenant Nagano). The whole is under the commission of the Yokosuka Port Admiralty. The flotilla left Sasebo for active service on February 6th last, and took in the blockade of Port Arthur, the battle on August 10th last of Port Arthur, and again in the last encounter, each time rendering most valuable and distinguished service. In the last battle "No. 69," the flagship, was lost.

The flotilla proceeded from Katsumoto, Iki Island, to the base of the naval outlook tower on May 26th, when very high seas were running, reaching the destination at about 9 o'clock that evening. At about 7 o'clock on the following morning the flotilla received information that a Russian squadron consisting of 22 ships was in sight near Quelpa Island, steaming north-eastward, and the flotilla immediately got under weigh and took its place in the lines, following the cruiser squadron. Soon afterwards a signal was given from the lookout tower announcing that the enemy was just passing the Eastern waterway. A few minutes after 8 a.m. a further signal was received to effect that severe fighting was in progress in the vicinity of Okinoshima, and the flotilla was ordered to proceed to the scene. They approved of Mr. Vierhout's action, and have appealed to journalists in Holland to uphold him in refusing to disclose the name, given to him in confidence. The Court meanwhile has ordered him to be kept in prison until the name is revealed. Mr. Vierhout holds that the prosecution should be directed against him for inserting the article, and that he should not be forced to reveal the name of the writer. Journalists throughout Java have appealed to the High Court of Netherlands India for redress. While reserving further action in the matter, they ask the High Court to take the editor's view by directing the lower court to prosecute Mr. Vierhout for publishing the article, and not to compel him to disclose a professional secret.

INTERESTING NEWSPAPER CASE.

PROFESSIONAL SECRETS.

An interesting journalistic case is before the Court of Justice at Samarang. The *Loconot*, a newspaper there published, a short time ago, an article on

